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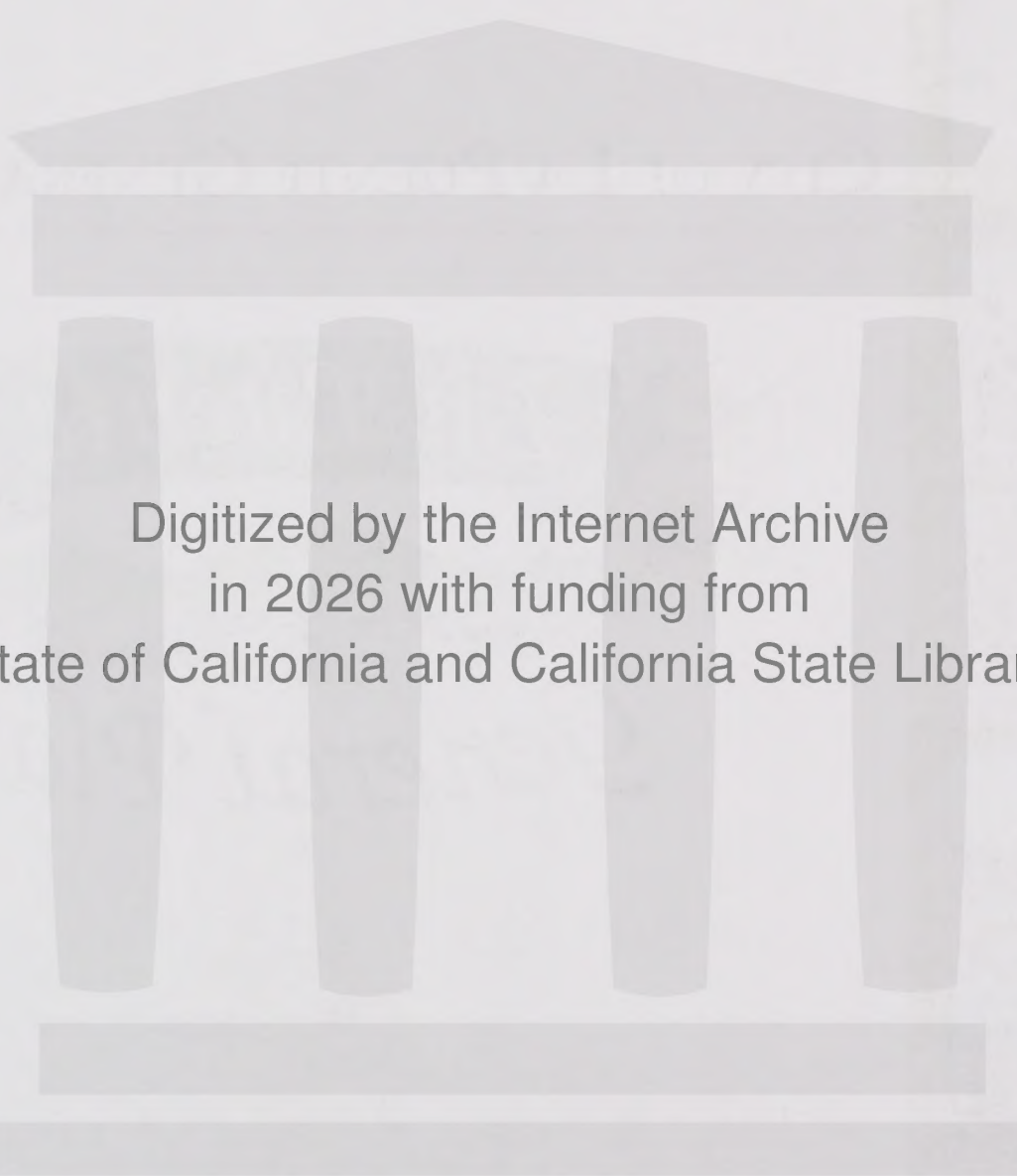
CITY OF LA PUENTE GENERAL PLAN



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City of La Puente General Plan

Adopted by the City Council
May 18, 2004
Resolution No. 04-4384

City Council

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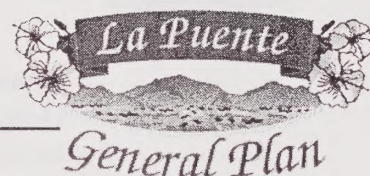
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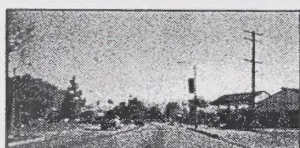


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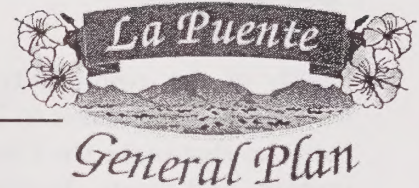
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GENERAL PLAN INTRODUCTION



Introduction



The City of La Puente has changed dramatically since the 1930's, when the area was famous for fruit and walnut groves. Today, La Puente is a culturally diverse and dynamic community of over 42,000 residents. La Puente combines the characteristics of a community with a firm link to its heritage, broad vision for the future, and a commitment to action. The City offers residents and the business community important cultural, economic, and educational opportunities that continue to define and shape La Puente's "place" in the San Gabriel Valley. The City, community residents, and the business community are committed to implementing a long-range plan that enhances the physical, economic, and human resources of the community. This General Plan has been crafted to achieve these objectives.

Important planning issues facing the City include:

- What commercial and residential opportunities can be realized in La Puente?
- How can the City reinforce a unique identity along its commercial corridors?
- As local and regional growth occurs, what improvements to the local circulation system can be made to ensure smooth and safe travel for residents, employees, and visitors?
- What tools are appropriate to preserve the character of residential neighborhoods and allow for new housing opportunities?
- Given limited vacant land resources remaining in the City, what flexible land use regulations can be used to accommodate a range of development types and intensities and enhance the economic viability of its commercial base?
- What incentives can be used enhance the quality of life in the City's neighborhoods and to attract modern commercial business, including light manufacturing and high technology industries?

The General Plan establishes the framework for moving from the La Puente of today toward the desired community of the future. This Plan guides the City to the year 2025 by establishing goals and policies that address land use, circulation, economic development, and related issues. Each of these issues affects quality of life in La Puente and the economic



General Plan

health of the community. Incorporating input from residents, City leaders and businesses in La Puente, the General Plan works to retain the qualities that make the City unique, responds to the dynamics of regional growth, and meets changing community needs. Implementation of the General Plan will ensure that future development projects are consistent with the community's goals and that adequate urban services are available to meet the needs of new development.

Community Participation

Because the General Plan reflects the community's goals and objectives, citizen input has contributed significantly to identifying this Plan's issues and goals. Public participation and education in the General Plan preparation process occurred through the following methods.

The City held two *community workshops* on November 9 and 13, 2002 to allow residents to identify key issues important to La Puente's future. Information collected at each meeting was mapped, tallied, and used to develop a community vision statement and questionnaire to be distributed at subsequent neighborhood meetings.

Following the November workshops, six *neighborhood workshops* were held throughout La Puente to discuss planning issues affecting residents and businesses. Workshops were held in the following neighborhoods:

- *East La Puente* (Hurley Elementary School, January 23, 2002)
- *Downtown La Puente* (La Puente Women's Club, February 6, 2002)
- *California Ave, Stimson Ave, Cadwell-Larimore-Hayland and 5th Street* (Del Haven Community Center, February 20, 2002)
- *Temple/Tonopah Neighborhood* (Sunset Wesleyan Christian School, March 6, 2003)
- *Hacienda Boulevard* (La Puente Senior Center, March 13, 2003)
- *Glendora Avenue and E. Amar Road* (Willow Adult School, March 19, 2003)

On July 15, 2003, a joint *Planning Commission and City Council study session* was held to review issues, goals and policies distilled from the community meetings. The meeting was open to public comments and approximately 45 residents were present.

Additional outreach activities included a second *Planning Commission and City Council study session*, two additional *community workshops*, and *public hearings* before the Planning Commission and City Council.

La Puente Planning Area

Located 20 miles east of downtown Los Angeles in the San Gabriel Valley, the predominantly residential city of La Puente is home to more than 42,000 people. One of the City's strongest assets is location. Freeway access is readily available from Interstate 10 and State Route 60. La Puente is centrally located relative to the region's large employment centers.

State planning law gives a city the authority to undertake long-range planning not just for properties within the corporate limits, but also for lands within the city's sphere of influence. La Puente's sphere of influence encompasses lands outside the City which are not in any other city's jurisdiction and which may influence the decisions and planning activities related to properties within the City. The Planning Area for the General Plan (Figure I-1) includes all properties within the City limits, as well as properties within La Puente's sphere of influence.

The sphere of influence consists of two areas located north of the City. The first, commonly known as Valinda, is bounded by Francisquito Avenue, Echelon Avenue, and Amar Road. The second – West Puente Valley – is bounded by Puente Avenue, Fairgrove Avenue, and California Avenue. The entire planning area encompasses 2,462 acres, with approximately 1,720 acres within the City's corporate limits and an additional 742 acres within the sphere of influence. Although the City has no plans to incorporate these areas, they bear a critical relationship to La Puente's future planning activities.

History of the Community

In 1769, the Gaspar de Portola expedition, the first European land exploration party in the Los Angeles area, built a bridge (or *punte* in Spanish) over San Jose Creek while camped nearby. The current City of La Puente is still platted as a part of Rancho La Puente, a portion of Mission San Gabriel, which was established in the 1770s. In 1842, following 72 years of solely Mexican land control and ownership, John Rowland and William Workman were granted preliminary title to Rancho La Puente by the Governor of the Prefect of the Second District of California. By 1850, Rancho La Puente had developed into an almost self-supporting independent community. The Town of Puente was first platted and the map recorded in 1886. During this 36-year period, signs of urbanization began to appear. With the construction of the first railroad through the area in 1875, the Town of Puente took on an urban form while agricultural uses began to dominate other portions of the

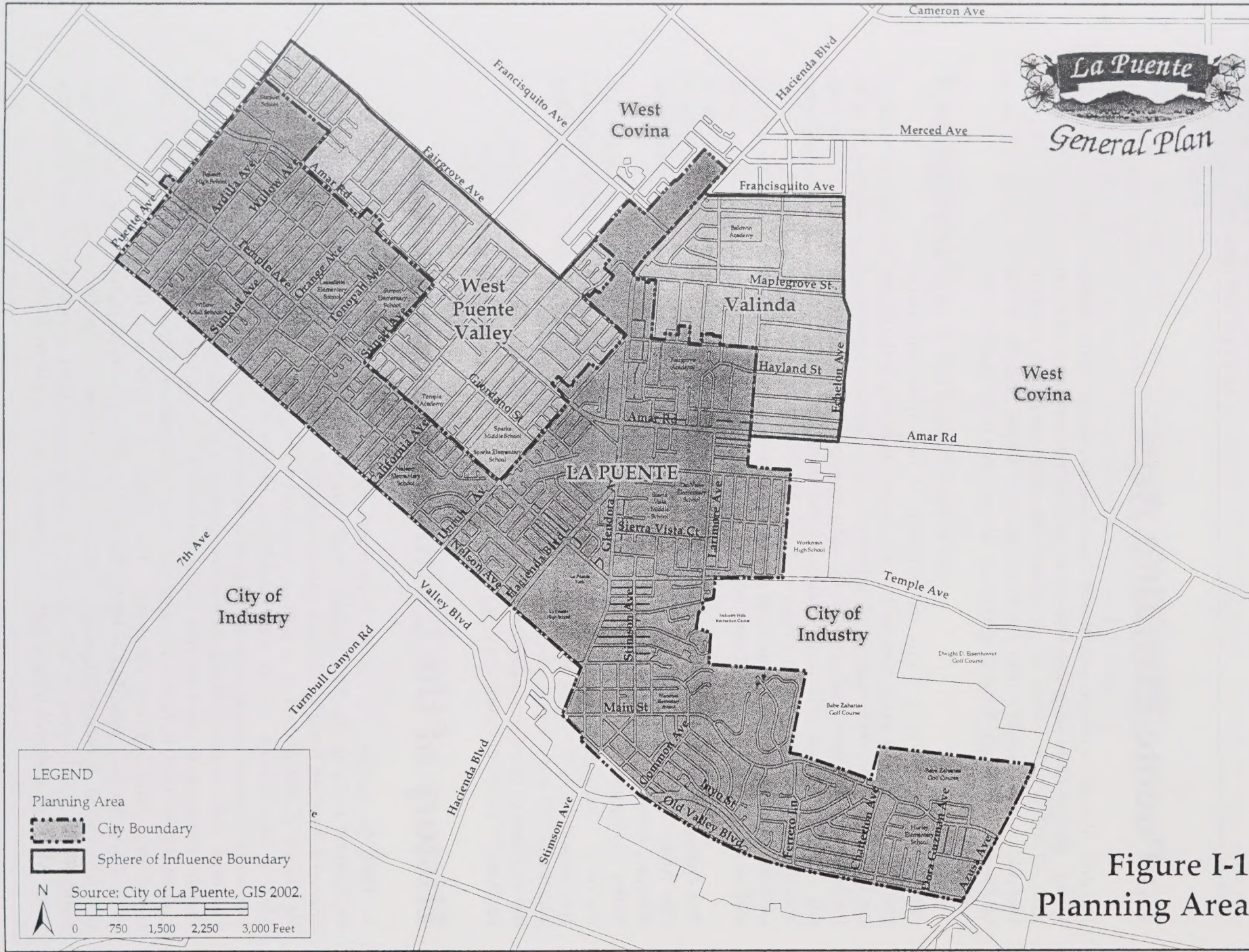


Figure I-1
Planning Area

large ranches. Centrally located, the Town of Puente was primarily a commercial center for farming implements and related supplies, and provided accompanying social activities and merchant housing.



Orange groves near the Town of Puente in the 1920s.

By the early twentieth century the region was known for an abundance of citrus, walnut, and avocado crops, and maintained its agricultural character while mixed with growing industrial development of oil, banking, and communications through the middle of the twentieth century. After World War II, the region experienced a dramatic building boom that eventually edged out crops in favor of development. Today, the community is largely residential in nature, with commercial land uses located primarily along major highways and streets. Industrial land makes up less than 5 percent of the City's 3.5-square-mile land area.

Community Vision

Building upon the City's history, the *Community Vision* sets the foundation for the entire General Plan. The vision expresses La Puente residents' strongest values for the future and guides development of the community. The following principles convey the community's desires for the future:

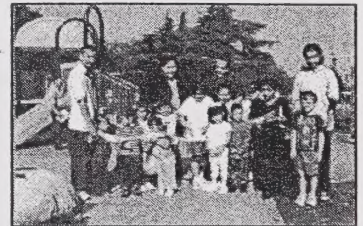
La Puente desires to be:

- A family-oriented community providing a range of public services
- An attractive community of homes and neighborhoods
- A community that provides opportunities for businesses to be successful
- A safe place to live, work, and shop
- A balanced community that promotes varied housing options
- A mobile and accessible community

These guiding principles are expressed throughout the General Plan elements and will guide all decisions made to implement the General Plan. Working together with civic leaders, community organizations, and residents, we can pursue our common values and enjoy a community that achieves our goals and instills pride. The key community desires that underlie each principle are detailed on the following pages.

Guiding Principle: **A Family-Oriented Community Providing a Range of Public Services**

La Puente desires to be a family-oriented community that offers a variety of cultural, recreational, educational, and social activities. The City's Senior Center and libraries will be enhanced and maintained as valuable resources for residents. La Puente Park will provide recreational and community-oriented events for families. The City's Community Center will provide activities for our children and opportunities for volunteer service. Building upon this foundation, La Puente will strive to develop a Youth Learning Activity Center, and explore the possibility of expanding recreational opportunities by providing mini-parks and shared-school facilities, and providing other enriching outlets for our families and youth.

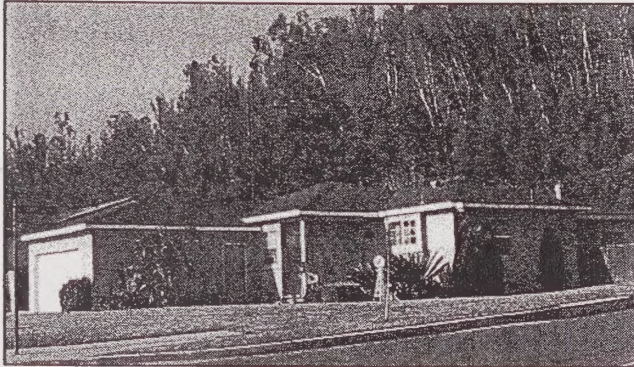


La Puente families enjoying a tot lot.

Guiding Principle: **An Attractive Community of Homes and Neighborhoods**

La Puente desires to promote community pride and identity by providing residents with quality living conditions in a community of desirable neighborhoods. A tradition of Puente Pride, combined with City enforcement of property maintenance standards and building codes, will result in clean, attractive homes. Neighborhoods will be maintained, and the City will support the maintenance and provision of infrastructure, landscaped amenities, community services and public facilities. The City will explore the possibility of establishing mini-parks in various

neighborhoods. Working together with City leaders, community organizations, and residents, our efforts will achieve safe and attractive neighborhoods that instill pride and community identity.



La Puente desires to be characterized by well-maintained single-family homes.

Guiding Principle: A Community that Provides Opportunities for Businesses to be Successful

La Puente desires to offer a diversity of business opportunities in a business-friendly community. Commercial areas will be clean and well-maintained, providing an attractive environment for businesses to succeed. The City will support our business community through programs to repair buildings, encourage the provision of attractive landscaping, create an attractive environment for shoppers and clients, and coordinate marketing efforts. Enhanced business opportunities that generate tax revenues to support community services will be encouraged throughout the City. As the historic center of La Puente, Downtown will continue to provide a diversity of shopping, new housing, and a place for community activities and civic functions. Upgraded shopping centers will better serve residents.



Downtown La Puente merchants.

Guiding Principle: A Safe Place to Live, Work, and Shop

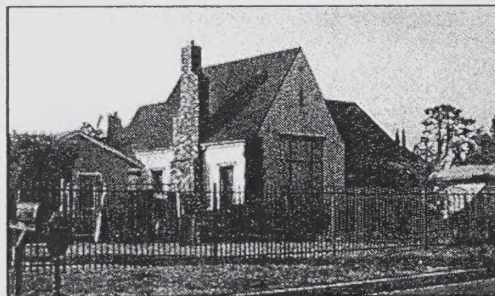
As a family-oriented community, La Puente desires to be a safe place to live, work, and shop. City residents will be protected from natural and human-caused hazards, excessive noise, and criminal activity. Law enforcement and fire services will continue to be provided at appropriate levels. Traffic safety will be enhanced through the improvement of street intersections, turn lanes and stop lights, as well as neighborhood-level efforts to reduce cut-through traffic and noise. City leaders, law enforcement, residents, and community organizations will work together to find alternative solutions to gang activity, including opportunities for learning, employment, and community service. Land use planning will allow a diversity of residential, business, recreational, and other uses within a safe environment.



Traffic and pedestrian safety is an important component of La Puente's vision.

Guiding Principle: A Balanced Community that Promotes Housing Options

La Puente desires to be a balanced community providing varied housing opportunities, while preserving established neighborhoods. Providing a variety of housing types allows persons and families of all ages and income levels to live in La



Puente as housing needs change with life circumstances. New houses, townhomes, well-designed apartments, mixed use in the Downtown La Puente, and landscape amenities will complement established

La Puente provides a variety of housing options, including older single-family homes.

neighborhoods. City programs and policies will enhance housing opportunities, protect the character of single-family neighborhoods, and improve the quality of life.

Guiding Principle: A Mobile and Accessible Community

La Puente desires to be a mobile and accessible community. The local street system will provide accessible, attractive, and viable mobility options for residents, visitors, and the business community. Traffic and pedestrian safety remains a priority, particularly improving safety in residential neighborhoods, near schools, and other public gathering places. Enforcing traffic laws and maintaining the street system will improve mobility and protect pedestrians. The installation of sidewalks and bike paths will be pursued where feasible so that pedestrians and cyclists will be able to travel quickly throughout La Puente. The City will continue to support MTA, Foothill Transit, and other regional public transit providers and promote alternative modes of local transportation in efforts to reduce automobile dependency and reinforce connections to all of Southern California.

General Plan Purpose and Scope

La Puente's General Plan is a document required by State law that serves as a guide to the long-term physical development of a community. A city's general plan can be thought of as a *pattern* or *blueprint* for future growth and development.

Per State regulations, a general plan must address at least the following issues: land use, circulation, housing, noise, safety, conservation, and open space (California Government Code, Section 65302). However, a jurisdiction can vary the contents of the general plan to deal with any issue which decision makers, staff, residents, business owners, and other stakeholders deem important within the community. The La Puente General Plan discusses these issues in five chapters, called *elements*. These elements are:

- Community Development
- Circulation and Infrastructure
- Community Resources
- Community Safety
- Housing

Community development weaves together three important themes: land use, community design, and economic development. The Circulation and Infrastructure Element addresses how people, goods, and services move in and through La Puente. The Community Resources Element provides flexible consideration of community resources that combines the City's physical assets with cultural and social assets. The Community Safety Element addresses hazards in the physical, built, and social environments and presents goals and policies to reduce the potential risk of death, injuries, property damage, and economic and social impacts associated with hazards.

The Housing Element identifies current and future housing needs and sets forth an integrated set of goals, policies, and programs to assist in the preservation, improvement, and development of housing to meet the needs of the community. Pursuant to State law, La Puente's Housing Element is updated every five years.

Table I-1 shows the relationship between the five elements of the La Puente General Plan and the State mandated elements.

Table I-1
State Mandated Element Consistency

La Puente General Plan Elements	State Mandated General Plan Elements							Optional Elements	
	Land Use	Circulation	Housing	Noise	Safety	Conservation	Open Space	Community Design	Economic Development
Community Development	▲							▲	▲
Circulation and Infrastructure		▲							
Community Resources						▲	▲		
Community Safety				▲	▲				
Housing			▲						

Each General Plan element also includes an Implementation Program, identifying the specific actions the City will undertake to implement goals and policies. Ongoing review of these Implementation Programs allows the City to adjust programs and planned actions to respond to new or

refocused priorities, to address annual budget constraints and/or opportunities, and to account for changes in the physical conditions or economic circumstances of the community (for example, occurrence of a natural disaster).

Related Plans and Programs

The scope and content of the General Plan is primarily governed by the General Plan Law and Guidelines, and the Planning, Zoning and Development Laws of the State of California. In addition, a number of other relevant plans and programs play an important role in the formulation of General Plan issues, goals, and policies. These programs are grouped into the following categories: land use, circulation, conservation and safety.

Land Use

La Puente Zoning Ordinance

The City's Zoning Ordinance, which is part of the Municipal Code, divides La Puente into areas, called zoning districts, and establishes regulations for each district with respect to permitted uses, allowable density, building height, development character, etc. The Zoning Ordinance consists of a map delineating zone district boundaries, plus text that explains the purposes of each district, specifies permitted and conditional uses, and establishes development and performance standards. The Zoning Ordinance serves as the primary tool to achieve the goals, policies and development expectations established in La Puente's Land Use Plan. Under California law, the Zoning Ordinance must be consistent with the General Plan.

Downtown Business District Specific Plan

Under California law, a specific plan can be prepared for any defined geographic area which might benefit from special land use regulations and development standards. Specific plans can be used to concentrate (or prohibit) particular types of land uses, establish distinctive design themes, provide for phased development, or provide incentives for privately initiated redevelopment activity. In 1994, La Puente adopted a Downtown Business District Specific Plan. The plan set forth land use policies, design standards, and development incentives for the intensification and redevelopment of Downtown La Puente. The Community Development Element discusses these plans.

Circulation

Regional Transportation Plan

The *Regional Transportation Plan* is a component of the *Regional Comprehensive Plan and Guide* prepared by the Southern California Association of Governments (SCAG) to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The Plan, which SCAG periodically updates to address changing conditions in the southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The Plan sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility. Goals of the Plan relevant to La Puente include:

- Improving levels of service for the movement of people and goods;
- Ensuring that transportation investment provides the greatest possible mobility benefit;
- Serving the transportation needs of everyone; and
- Developing regional transportation solutions that complement subregional transportation systems and serve the needs of cities and communities.

Congestion Management Plan

The Los Angeles County Metropolitan Transportation Authority (MTA) is responsible for planning and operating regional transit facilities and services in Los Angeles County. As required by State law, MTA prepares a *Congestion Management Plan* (CMP) for Los Angeles County. The CMP identifies the future regional transportation network, establishes acceptable service levels for network routes and identifies strategies to reduce congestion. Local jurisdictions within the County are responsible for implementing the CMP. The intersection of Azusa Avenue and Main Street is classified as a CMP arterial monitoring station and Azusa Avenue is classified as a principal arterial in the CMP System. The CMP roadway network also includes the following freeways that serve La Puente:

- San Bernardino Freeway (Interstate 10)
- Pomona Freeway (State Route 60)
- San Gabriel River Freeway (Interstate 605)

Air Quality Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area. (A non-attainment area is a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting State or federal standards for a given pollutant). The plan must outline specific programs, strategies, and timelines for bringing the area into compliance with air quality standards. The *Air Quality Management Plan* prepared by the South Coast Air Quality Management District, first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and State standards for healthier air quality in the South Coast Air Basin. Many of the programs address circulation improvements, since fossil-fuel-powered vehicles account for more than 60 percent of the nitrogen oxide emissions and 70 percent of the carbon monoxide emissions within the Basin.

Conservation

National Pollutant Discharge Elimination System

As part of a comprehensive effort to improve the quality of the nation's water resources, the federal government authorizes the State Regional Water Quality Control Board, Los Angeles Region to set up programs to implement National Pollutant Discharge Elimination System (NPDES) goals. Under the NPDES Stormwater Permit issued to the County of Los Angeles and La Puente as co-permittees, most new development projects in the City are required to incorporate measures that minimize pollutant levels within storm water runoff. Compliance is required at the time construction permits are issued, as well as over the long term through periodic inspections. The Community Resources Element discusses the NPDES program.

Safety

National Flood Insurance Program

The Federal Emergency Management Agency administers the National Flood Insurance Program (NFIP). Participating jurisdictions must exercise land use controls and purchase flood insurance as a prerequisite for receiving funds to purchase or build a structure in a flood hazard area. The NFIP provides federal flood insurance subsidies and federally financed loans for eligible property owners in flood-prone areas. La



Puente is identified on the National Flood Insurance Program's Flood Insurance Rate Maps as being within Zone X, an area outside the 100- and 500-year flood zones, subject to minimal flooding.

Seismic Hazards Mapping Act

California's 1990 Seismic Hazards Mapping Act requires the State Geologist to compile maps identifying and describing seismic hazard zones throughout California. Guidelines prepared by the State Mining and Geology Board identify the responsibilities of State and local agencies in the review of development within seismic hazard zones. Development on a site that has been designated as a seismic hazard zone requires a geotechnical report and local agency consideration of the policies and criteria established by the Mining and Geology Board. Over the years, the program has expanded to include mapping of seismic-related hazards such as liquefaction- and landslide-prone areas. The Community Safety Element discusses seismic hazards associated with faults and those identified on State seismic hazard maps.

COMMUNITY DEVELOPMENT ELEMENT



Community Development Element



The Community Development Element guides physical change over the long term by establishing the type and distribution of planned land uses in La Puente. The Element also provides a framework for all other General Plan elements, since the manner in which the community develops affects the design of the circulation system (Circulation and Infrastructure Element), the way urban services are provided to residents and businesses (Community Safety Element), and how open space and recreation resources are allocated (Community Resources Element).

Community Development Themes

Community development weaves together three themes established in La Puente's Community Vision: balanced land use, a positive community image, and economic development. Land use refers to the general location, type, and intensity of development and the physical relationships among various uses. Community image describes how the streetscape, scale and design of buildings, and neighborhood appearance define how residents, businesses, and visitors regard La Puente. Economic development refers to how land use decisions create a demand for services and affect the ability to pay for services.

This Element supports the community's desire to retain the features of La Puente that are considered unique and special: a historic Downtown, diverse residential neighborhoods, and popular commercial districts. Community development policies also address the housing and recreation needs of a changing population, economic and social well-being of City residents, concerns within the business community, and the long-range fiscal stability of the City.

Land Use Plan

The Land Use Plan identifies how private and public redevelopment efforts will change, intensify, or otherwise modify uses of property in La Puente over the next 20 years. Land uses are classified and mapped, showing where the City anticipates residential, commercial, and business

park development, and identifying areas set aside for community purposes, such as parks, schools, and open spaces.

The City's long-range objectives with respect to land use are:

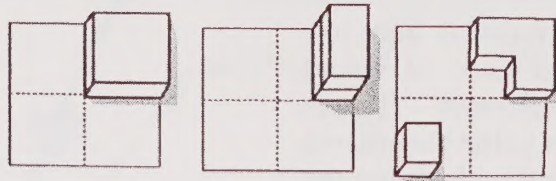
- To revitalize Downtown La Puente as a vibrant mixed-use district providing many opportunities for new commercial, office and residential development
- To create opportunities for new commercial business growth in shopping centers that are not functioning to their full potential
- To preserve and enhance the quality of the City's infrastructure and its residential neighborhoods
- To accommodate and attract industrial businesses that employ skilled workers

Measuring Density and Intensity

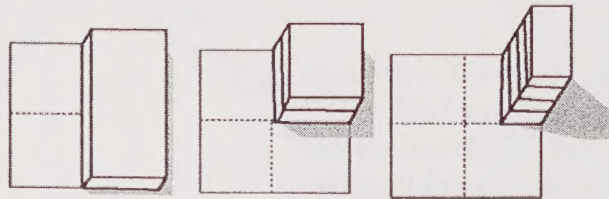
While people generally understand terms like "residential", "commercial", and "industrial", State law requires a clear and concise description of these categories. In addition, population and intensity standards must be specified. To describe the intensity of use – how much development exists on a property – land use planners have developed quantitative measures called *density* and *intensity*.

The term *density* describes the population and development capacity of residential land. The General Plan describes density in terms of dwelling units per net acre of land (du/ac), exclusive of present or planned streets and other public rights-of-way.

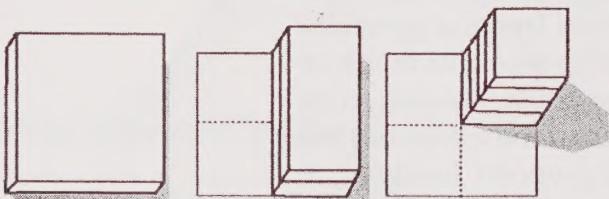
Development *intensity* refers to the extent of development on a parcel of land or lot. Intensity may be calculated using several measures, such as the total building floor area, building height, floor area ratio, or the percent of lot coverage. The General Plan uses floor-area ratio as a measure of non-residential intensity. *Floor-area ratio (FAR)* is the ratio between the total gross floor area of all buildings on a lot and the total land area of that lot. This measure does not include area within parking structures.



0.25 FAR



0.5 FAR



1.0 FAR

Floor Area Ratio (FAR): $\frac{\text{Gross Building Area}}{\text{Lot Area}}$

This diagram illustrates how FAR controls the intensity of use on a lot. FAR is determined by dividing the gross floor area of all buildings on a lot by the land area of that lot. For example, a 20,000 square foot building on a 40,000 square foot lot yields an FAR of 0.5:1. A 0.5:1 FAR allows a single-story building which covers half the lot, or a two-story building with reduced lot coverage.

Land Use Policy Map

The Land Use Policy Map provides a two-dimensional description of land use policy, indicating the preferred location and types of permitted uses throughout the Planning Area. The land use patterns shown on the Land Use Policy Map (Figure CD-1) recognize the benefits and disadvantages of the City's past and present development practices, and respond to potential safety concerns, limitations of current infrastructure, and the nature and character of current development. Implementing the Land Use Policy Map will adjust or reverse development trends within La Puente that are inconsistent with the Community Vision. The Planning Commission, City Council and City staff will accomplish this objective through day-to-day evaluation of development and redevelopment projects against the City's Zoning Ordinance and Map.

Land Use Categories

The text on the following pages identifies the categories of different land uses within the Planning Area. Four residential categories allow a range of housing types, ranging from low-density single-family developments



to high-density multiple-family projects. Two commercial and one business/employment category address business land uses. A mixed commercial and residential use category encourages flexible combinations of commercial, office and residential uses in the Downtown area. The Land Use Policy Map (Figure CD-1) graphically illustrates the type, nature, and location of future development and redevelopment permitted in La Puente.

Table CD-1 summarizes the density and intensity associated with each land use category. The maximum density/intensity listed in Table CD-1 sets forth the maximum development potential of any individual parcel. However, not every parcel develops to the maximum due to public right-of-way needs, placement of buildings, zoning requirements, and other factors. Average densities and intensities identified in Table CD-1 correspond to the level of development of each type of land use generally present in La Puente. These measures determine the probable buildout capacity within the Planning Area in terms of population, housing units and non-residential square feet. The average densities and intensities are for planning purposes only. Any development proposal involving a density/intensity in excess of the average but below the maximum does not require a General Plan Amendment.



Table CD-1
Land Use Classification System

Land Use Categories		Maximum DUs/Net Acre or FAR	Average DUs/Net Acre or FAR
Residential Categories			
LDR	Low Density Residential	7 DU/Acre	6.5 DU/Acre
MDR	Medium Density Residential	14 DU/Acre	13 DU/Acre
MHDR	Medium High Density Residential	18 DU/Acre	17 DU/Acre
HDR	High Density Residential	26 DU/Acre	25 DU/Acre
Commercial / Business Categories			
NC	Neighborhood Commercial	0.5:1 FAR	0.25:1 FAR
GC	General Commercial		
	<i>Hacienda Corridor and Amar Road</i>	0.75:1 FAR	0.3:1 FAR
	<i>Neighborhood Commercial Centers</i>	1.0:1 FAR	0.5:1 FAR
BE	Business / Employment	1.0:1 FAR	0.25:1 FAR
Mixed Use Category			
MU	Mixed-Use	Per Downtown Business District Specific Plan	10 DU/Acre and 0.5:1 FAR
Public/Institutional Category			
PI	Public/Institutional	0.4:1 FAR	0.3:1 FAR
Open Space Categories			
OSPU	Public Open Space	N/A	N/A
OSPR	Private Open Space	N/A	N/A

Residential Categories

Five land use categories allow for a range of housing types and densities. Preservation and enhancement of single-family residential neighborhoods is a key goal. New development must be compatible with and complement established residential neighborhoods. The City also permits accessory units, group homes, and religious and charitable organizations in these areas, consistent with State law and Zoning Ordinance requirements.

Low Density Residential

LDR

Maximum Density: 7 dwelling units per net acre

Population Density: approximately 30 persons per net acre

This category preserves low-density residential neighborhoods consisting primarily of detached single-family dwellings on individual lots. New housing within Low Density Residential areas must be compatible and similar in character to present residential uses.



Low Density Residential land uses consist primarily of single-family, detached, single-story homes on individual lots.

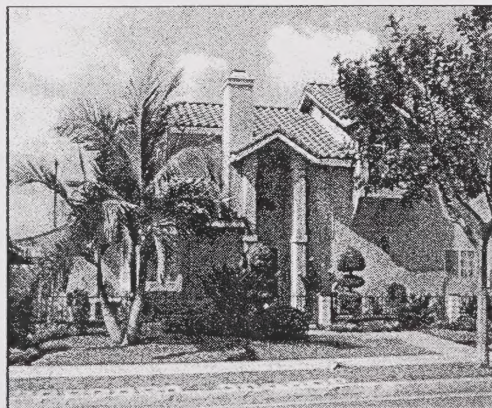
Medium Density Residential

MDR

Maximum Density: 14 dwelling units per net acre

Population Density: approximately 60 persons per net acre

This category accommodates small-lot detached single-family homes, duplexes, triplexes, and the use of innovative techniques for garden apartments, planned developments, and townhomes consistent with a medium-density setting.



Medium Density Residential land uses include small-lot single-family homes, duplexes and apartments.

Medium High Density Residential**MHDR***Maximum Density: 18 dwelling units per net acre**Population Density: approximately 80 persons per net acre*

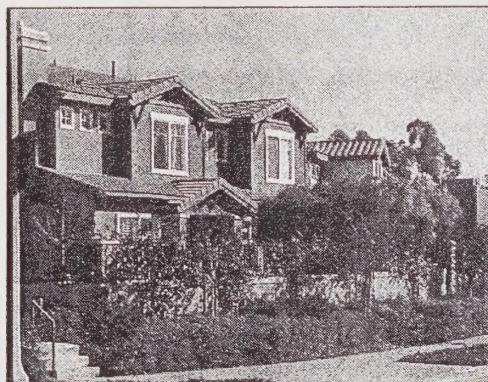
This category allows moderate-density apartments, townhomes, condominiums, and planned unit developments. Suitable locations include, but are not limited to, arterial highways, locations near business districts, and similar activity centers.



Medium High Density Residential land uses consist primarily of apartments, townhomes and condominiums.

High Density Residential**HDR***Maximum Density: 26 dwelling units per net acre**Population Density: approximately 120 persons per net acre*

This category accommodates higher-intensity multiple-family dwellings where adequate support infrastructure exists. Housing units consist typically of apartments, planned unit developments, condominiums and townhomes. High-quality landscaping and common open space areas enhance High Density Residential areas.



High Density Residential land uses consist largely of multiple-family apartments and condominiums.

Commercial Categories

Businesses in La Puente’s commercial areas provide important services to residents and constitute a strong tax revenue base for the City. The following commercial land use designations are designed to support business activity and provide tools to improve areas that function below their economic potential.

NC

Neighborhood Commercial

Maximum Intensity: 0.5:1 FAR

This category provides for convenience commercial clusters that provide essential goods and services to a population within a one-mile radius. Corner locations are preferable to minimize disruption within residential neighborhoods. Site development standards encourage smaller projects providing appropriate setbacks, parking, landscaping, buffering from residential land use areas, and other features that contribute to well-designed, attractive projects. Senior housing is also permitted in Neighborhood Commercial areas, provided a property is located near needed services and the surrounding area can support such a use.



Neighborhood Commercial land uses consist primarily of corner stores located at major roadway intersections near residential areas.

General Commercial

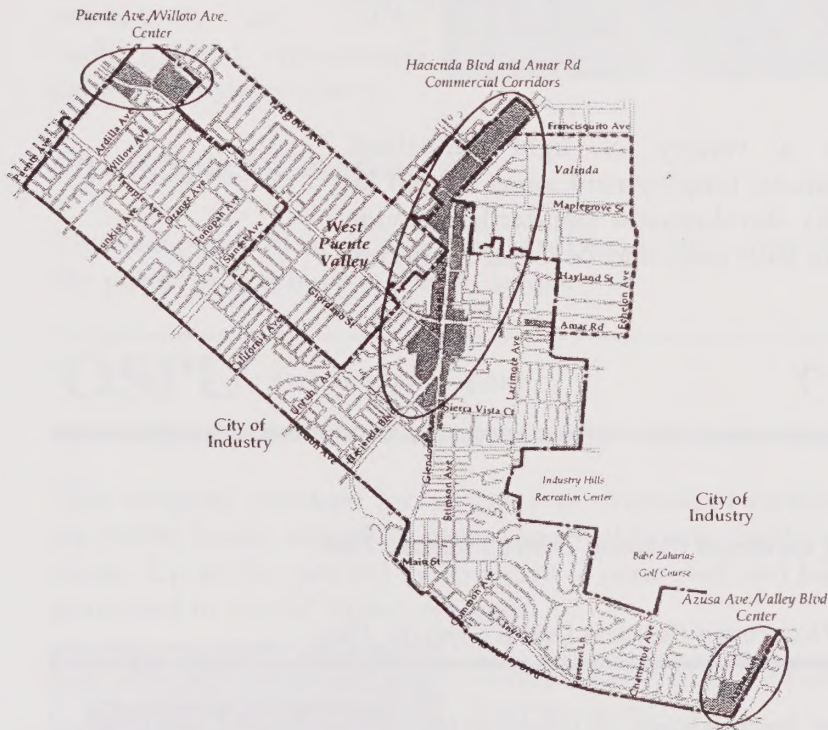
GC

Maximum Intensity:

Hacienda/Glendora Corridor and Amar Road: 0.75:1 FAR

Neighborhood Centers at North Puente/Amar and Valley/Azusa: 1.0:1 FAR

The General Commercial category permits a wide range of retail, wholesale and service uses, as well as shopping and office professional complexes. General Commercial uses tend to be large scale and highway oriented. This category is appropriate for areas adjacent to major thoroughfares. Senior housing may also locate in General Commercial areas, provided the site be safely and suitably located near services, including public transit routes.



General Commercial areas include the Hacienda/ Glendora and Amar Road commercial corridors and shopping districts at Puente/Willow and Azusa/Valley.



Automobile sales and service uses within General Commercial areas contribute to the City's fiscal stability.

Development intensities within this designation vary by location. Within the Hacienda/Glendora and Amar Road Corridors, maintaining moderate development intensities and enhancing economic viability are the main objectives. For commercial centers located near residential neighborhoods, such as at Puente/Amar and Azusa/Valley, intensifying and revitalizing these older centers anchoring each end of the community are important goals. Maximum intensities at these locations are higher than intensities within the corridor commercial areas of the City.

BE

Business/Employment

Maximum Intensity: 1.0:1 FAR



Business/Employment areas are primarily located along Old Valley Boulevard near the south end of Downtown.

Land uses within Business/Employment areas help the City achieve both fiscal and employment objectives. New businesses have the potential to create jobs for La Puente residents and augment the City's tax base. The City's location adjacent to the City of Industry is a significant advantage for attracting new businesses.

This land use category permits a variety of light industrial, manufacturing, and office uses. Business/Employment areas should be visually attractive, reflect high quality development standards, provide adequate buffering from less-intensive land uses, and be located adjacent to transportation corridors.

Mixed-Use Land Use Category

Mixed-Use

MU

Maximum Density:

As specified within the Downtown Business District Specific Plan

Maximum Intensity:

As specified within the Downtown Business District Specific Plan

This category provides opportunities for mixtures of commercial, office, and residential uses in the same building, on the same parcel of land, or side by side within the same area. Such use stimulates activity, encourages pedestrian patronage, and encourages the preservation, re-use and redevelopment of structures and areas. Permitted residential uses include apartments, condominiums and single-room occupancy units above the first floor of a commercial use, and multiple-family residential uses in subareas established by the Downtown Business District Specific Plan.



Mixed-Use areas are located primarily in Downtown. Within these areas, residential units are encouraged above retail and office uses.

Public/Institutional Category

One category accommodates public and semi-public facility uses.

PI**Public/Institutional***Maximum Intensity: 1.0:1 FAR*

This category allows public and semi-public facilities other than parks, including but not limited to, schools, City Hall, public libraries, police and fire stations, and community use centers such as general community centers or senior centers.



City Hall is one of several Public/Institutional buildings located in Downtown La Puente.

Open Space Categories

Two categories of open space are used to identify areas that are open to the public or that have restricted access.

OSPU Public Open Space

This category provides for a variety of diversified recreational interests on public lands, including parks, baseball/soccer fields, and picnicking areas. Up to five percent lot coverage is permitted and buildings are not permitted to exceed 30 feet in height.



La Puente Park is the largest Public Open Space area in the City.

OSPR Private Open Space

This category includes land owned by private entities reserved for open space uses, primarily consisting of private golf courses and open space areas within planned unit developments.



Babe Zaharias Golf Course is among the Private Open Space amenities located within the City.

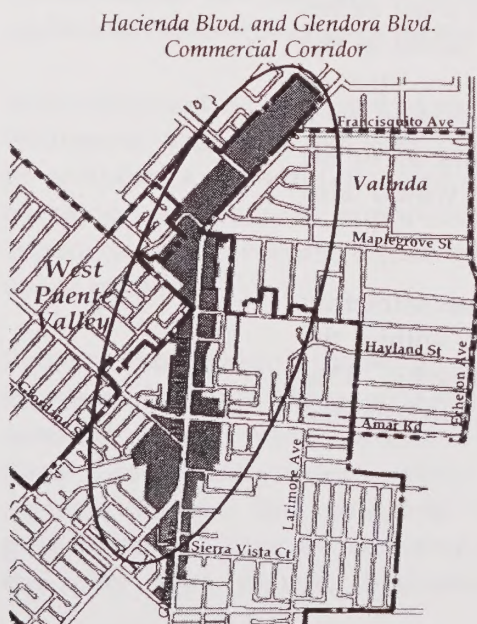
Community Development Focus Areas

The City's well-established land use pattern appears to offer limited opportunities for new development. However, urban design and economic issues continue to shape how property is developed and redeveloped over time in the following five focus areas:

- The Hacienda/Glendora Commercial Corridor
- Downtown La Puente
- Shopping Centers throughout the City
- La Puente's Industrial/Manufacturing Cluster
- Residential Neighborhoods

Hacienda/Glendora Commercial Corridor

Originally a strip commercial corridor of locally serving businesses, Hacienda Boulevard has transformed into the primary commercial corridor in La Puente, offering 1.5 million square feet of floor space to more than 350 businesses. Businesses continue to relocate along Hacienda Corridor to take advantage of the strategic location along one of the most heavily traveled arterials in the east San Gabriel Valley. Hacienda Boulevard is home to a range of retail uses, from automobile dealers to hardware stores to major retailers. Specialty stores catering to the Latino population have also emerged. Smaller shopping centers complement larger anchor businesses by providing both goods and personal services to residents and people working in La Puente.



Hacienda Boulevard is the major commercial corridor in La Puente.



Economic Development

Quality of life depends on a healthy local economy. The Hacienda/Glendora Corridor is La Puente's economic engine, generating more than 85 percent of all sales tax revenues within the City. These revenues support the maintenance of infrastructure, fire and police services, community services, and public facilities. Given that the City is largely built out and few commercial development opportunities remain outside this corridor, La Puente's long-term fiscal stability depends on the continued stable financial performance of the Corridor. Preserving, retaining, and building the City's sales tax base through the Hacienda Corridor allows La Puente to continue to provide a high level of public services, and to construct public improvements that enhance the community.

The City will promote economic strategies that build upon the assets of the Corridor. A large portion of taxable sales within the City originate from automobile sales, auto supply stores and service stations, restaurants, and food markets. However, La Puente residents also



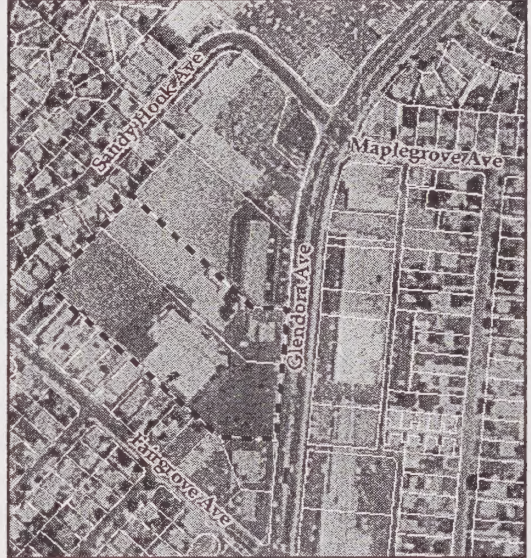
Adding retail stores selling household goods will boost La Puente's tax base.

purchase household supplies, clothing, furniture and appliances at regional malls in West Covina and Puente Hills, as well as retail stores (Target, Mervyn's, WalMart, Ikea, Best Buy) located along SR-60 in the City of Industry. Establishment of a regional department store, such as Target or La Curacao, would increase potential for residents to shop in La Puente. Adding high-quality eating and drinking establishments to the mix of businesses located within the Hacienda Corridor would also attract residents and regional customers to La Puente.

The City will employ a creative mix of land use policy, business attraction and retention strategies, and local revenue enhancement within the Hacienda/Glendora Corridor to achieve long-term fiscal security. This strategy recognizes that building fiscal strength will require incremental investment from both the public and private sectors.

Among the Corridor's greatest assets is the presence of several large underdeveloped or undeveloped parcels, including the La Puente Lanes site.

The community has considered several options for this site, including retail, housing, and mixed-use development. Taking into account the site's location along a busy arterial, the role of Hacienda Boulevard in providing revenue for the City, and the types of businesses that are desired in the community, the community desires that this site be used for either a large commercial store, as an entertainment complex, or as some combination of the two uses. As a General Commercial land use located on Hacienda Boulevard, upwards of 200,000 square feet of commercial and/or entertainment uses can be achieved at this location. Innovative site planning techniques and redevelopment tools will help ensure the best use of this large parcel for the community's benefit.



Redevelopment

The City supports future development of several large parcels within the Hacienda/Glendora Corridor that can accommodate new stores, services, or entertainment offering diversity and strength to both the Corridor and the City's tax base. Although the Corridor does have additional buildable land, some of the smaller sites are irregularly shaped and individually do not present significant opportunities. Lot consolidation, development incentives, and financing tools can create additional commercial development opportunities.

The 6.2-acre La Puente Lanes site is the City's best opportunity for new commercial

Redevelopment is a key tool to enhance quality of life for residents and businesses. California redevelopment law equips the City with the means to establish a separate Redevelopment Agency for the purposes of fostering employment opportunities, financing public and private improvements, reversing negative business trends, and maximizing the use of property.

Redevelopment also provides a built-in financing mechanism called *tax increment financing*. When an Agency adopts a redevelopment plan, the assessed property values within a Redevelopment Project Area become fixed. As property values within the project area rise over time, the Agency can use the additional tax revenues or even issue bonds guaranteed by future tax increment to make public improvements within the City that benefit businesses located within project areas.

Redevelopment authority also allows an Agency to acquire properties, to consolidate neighboring parcels into larger lots more attractive to developers, and set aside a portion of increment revenues to encourage affordable housing within the City.

Designating the Hacienda/Glendora Corridor as a Redevelopment Project Area will encourage consolidation of irregularly shaped parcels into larger sites suitable for development. With prime development sites and a coordinated economic strategy, the City can attract businesses that will maintain the competitiveness of the Hacienda/Glendora Corridor for years to come.

Design Strategies

Ensuring high-quality design on Hacienda Boulevard is especially important to promote lively activity while providing the community with diverse commercial, retail, and service uses. The Hacienda/Glendora Corridor should be a lively, consumer-friendly area that creates a statement when entering La Puente. Large shopping centers should balance and accommodate automobiles and pedestrians using landscaped roadways and entrances and enhanced crosswalks.

The appearance of the corridor should offer an attractively landscaped environment. The architectural heritage of La Puente should be recalled. The following design strategies address vehicular access, pedestrian access, sidewalk dedication, building orientation, visual aesthetics, landscaping, and signs. These strategies are further defined and implemented within the City's Design Guidelines and Zoning Ordinance.

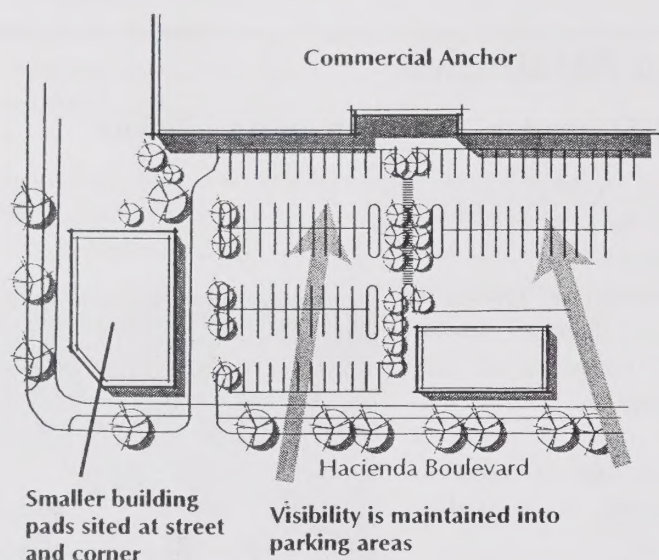
Design Strategies

Hacienda/Glendora Commercial Corridor - "Gateway into La Puente"

- Identify the City at prominent entrances on Hacienda Boulevard. Distinctive public art pieces, signage, and/or graphics that express the history and character of the community are recommended at City gateways.
- Provide generous medians and parkways that support extensive plantings. In addition, medians should accommodate distinctive gateways at La Puente's boundaries.
- Reduce the visual and environmental impacts of expansive parking lots. Numerous trees and plantings should provide shade within parking areas and define circulation routes. For public safety purposes, views of parking lots from adjacent properties and Hacienda Boulevard should be preserved.
- Use landscape treatments to define Hacienda Boulevard.
- Minimize expansive, unbroken wall planes, and provide highly visible public entrances to all buildings and uses. In particular, public entrances and heavily trafficked outdoor areas should incorporate human-scaled details such as canopies and window displays.
- Provide well-marked and comfortable pedestrian walkways, including pedestrian circulation within parking lots with connections to adjacent sidewalks and safe access from parking areas. Pedestrian circulation routes within parking lots should be clearly delineated and pedestrian amenities in the form of courtyards, plazas, vine-covered trellises, and covered walks are encouraged to provide shade and human scale elements.
- Give large shopping centers a unified architectural character. A common design theme that reflects La Puente's history and character for all buildings, signs, and landscape treatments is encouraged. Design themes that draw upon the Puente Valley agricultural heritage of citrus, walnut, and avocado crops are strongly encouraged.
- Generate visual interest along outdoor passages and paseos with pedestrian amenities such as lighting, landscaping, and street furniture. Building façades should be varied and articulated to provide visual interest.



Pedestrian amenities in large shopping centers should include large street trees, seating areas with shade umbrellas, decorative trash receptacles, fountains, decorative paving, and landscaping.



Buildings oriented to the street help define the street edge. Landscaping such as hedges, grass, and street trees provide a comfortable walking atmosphere for pedestrians.

- Provide logical transitions between higher intensity development along Hacienda Boulevard and nearby single-family neighborhoods; scale, massing, and the location of services should respond sensitively to adjacent residential uses.
- Plant street trees appropriate to the scale and function of the street. Flowering trees and shrubs may be included to increase color interest and to augment the appearance of the street, particularly at intersections and street corners.
- Improve pedestrian access throughout the Corridor. Continuous sidewalks and on-site paths that connect adjacent uses, buildings, off-site pedestrian walkways, outdoor spaces, and parking are strongly encouraged.
- Automobile dealerships should have a unifying architectural theme, attractive automobile displays, pleasant landscaping and trees, and unsightly automotive bays and repair areas should be screened from the public right-of-way.
- Automobile dealerships should create pedestrian-friendly street frontages using landscaping and other pedestrian amenities.

Figure CD-2 illustrates how the City will apply these strategies within the Hacienda/Glendorra Corridor. La Puente's Zoning Ordinance reinforces these strategies through development requirements applicable within the Corridor.

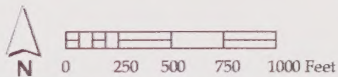


Figure CD-2 Hacienda Boulevard Commercial Corridor Conceptual Plan

Hacienda Boulevard Design Elements

-  Landscaped Corridor with Median
-  Accent Trees
-  Economic Development Opportunity Site
-  Focal Intersection
-  Hacienda District Gateway Entrance Signs
-  Buildings*
-  Street Frontage Area
-  City Boundary
-  Sphere of Influence Boundary

* All component of this plan are conceptual including configuration of buildings and landscape concepts.



GOAL

1

An economically viable Hacienda Corridor that generates tax revenue, provides a variety of shopping and commercial activities, and ensures the long-term fiscal health of La Puente.

- Policy 1.1* Attract and retain a wide range of businesses along Hacienda Boulevard that offer goods and services to the local market.
- Policy 1.2* Encourage and facilitate the recycling of underutilized commercial properties along Hacienda Boulevard through redevelopment, lot mergers, and City financial assistance, as feasible.
- Policy 1.3* Vigorously enforce City codes, including building and safety, zoning and land use regulations, and property maintenance codes, to improve the visual appearance of Hacienda Corridor.
- Policy 1.4* Develop a streetscape enhancement plan for Hacienda Boulevard that includes street trees, landscaped medians, sidewalk improvements, signage regulations, and other features to encourage residents and visitors to stop and shop.
- Policy 1.5* Develop and implement a coordinated marketing strategy to define the Corridor's image, identity, and market position to enhance opportunities for businesses, to attract chain stores, and to increase commercial activity.
- Policy 1.6* Explore the establishment of Redevelopment Project Areas within the Hacienda Corridor to ensure the Corridor remains competitive with nearby communities, provides desired businesses, and maximizes tax revenue.
- Policy 1.7* Establish development standards for commercial structures that incorporate definitive design guidelines, architectural styles, regulate signage, and require adequate parking and access.
- Policy 1.8* Monitor traffic conditions along Hacienda Boulevard, and complete intersection and roadway improvements to support economic activity within the Corridor.
- Policy 1.9* Redefine the role of the Glendora Corridor concurrent with economic enhancement activities along Hacienda Boulevard.
-

Downtown La Puente

The Downtown Business District is part of the original Town of La Puente subdivision recorded in 1886. From the community's earliest agricultural days, Downtown has served as the heart of La Puente, offering a central location for retail, commercial, and service activities. The City's oldest residential neighborhoods surround Downtown. Over the past fifty years, Downtown's role has evolved into more of a civic and cultural center. As home to City Hall, the Library, and Senior Center, Downtown hosts City parades, civic meetings, and community gatherings.



Main Street La Puente, 1930.

Downtown preservation and enhancement remain important City objectives. Downtown La Puente offers additional opportunities for broader use, coordinated development, improved appearance, and a complementary mix of commercial and residential uses to create a more vibrant and economically productive area. To achieve these objectives, the City Council adopted a Downtown Business District Specific Plan in 1994, proposing a combination of land uses (retail, office, residential, and public uses), design guidelines, and public/private investment strategies to revitalize Downtown and preserve the neighborhood's small town charm.



Main Street La Puente, 2003.

Strengthening and preserving the role of Downtown La Puente requires a creative and multi-faceted strategy comprised of land use policy, focused housing development, infrastructure investments, and marketing strategies. The City's long-term strategy for Downtown requires incremental investment from both the public and private sectors.

Economic Development

Economic development plays an important role in the continuing gradual transformation of Downtown. Migration of major businesses to the Hacienda/Glendora Corridor underscores the need to attract new businesses suitable to Downtown. Downtown has the potential to become an even stronger local service center comprised of clusters of retail tenants, small firms, and business professionals who can work from Downtown offices and service spaces.

Mixed-Use Development

The City encourages residential uses in Downtown to revitalize the area. The Downtown Business District Specific Plan provides for mixed-use districts within portions of Downtown. Mixed residential and commercial uses have several tangible benefits:

- Mixed use attracts private investment in the form of residential and commercial development.
- Mixed use increases patronage within Downtown and can convey substantial economic benefits to businesses.

- Mixed use helps streets, public spaces and commercial areas again become places where people meet and interact.

Creating opportunities for residents to live in high-quality housing side by side with retail, entertainment and civic uses will help establish a sense of place and give Downtown an attractive, unique feel.

Design Strategies

Visual attractiveness of Downtown is a key component in maintaining the small-town charm of La Puente. Downtown La Puente is challenged by aging buildings, a remote location within the City, and deferred maintenance, all of which deter private investment. To assist in the revitalization of Downtown, the City's Commercial Rehabilitation Grant Program assists property owners and tenants to rehabilitate exterior portions of commercial buildings. The Downtown Business District Specific Plan also provides land use direction to create a diverse pedestrian activity district that serves the needs of residents and business owners and provides additional residential opportunities.

The following design strategies create a place consistent with a lively "Historic Main Street" downtown area, complemented by residential, civic, and other public uses. These strategies are further defined and implemented within the City's Design Guidelines, Zoning Ordinance, and Downtown Business District Specific Plan.

Design Strategies

Downtown La Puente - "Historic Main Street"

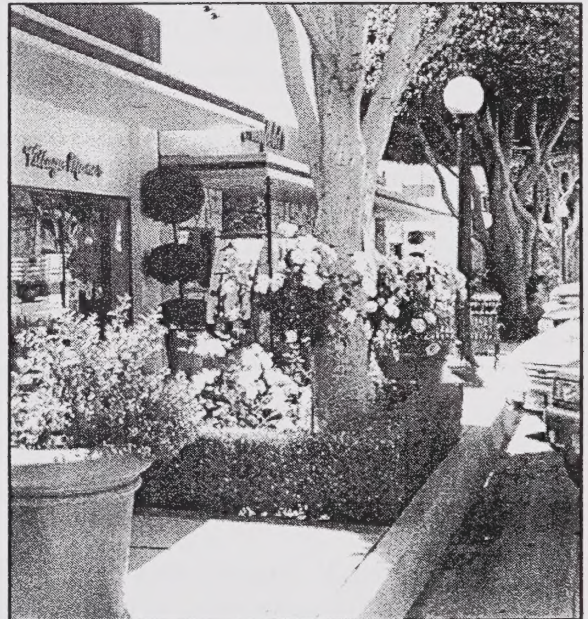
- Encourage façade improvements that reinforce classic American storefront architecture, such as decorative elements, new colors, appropriate sign features, awnings, detailed lighting elements, and use of decorative paving treatments that can add a fresh look to older commercial buildings. The architectural features should also reflect the history and heritage of the downtown La Puente area.
- Build a strong relationship between buildings and the street, especially along Main Street and First Street. Building configurations should maintain a continuous edge along the sidewalk and clearly define public space.
- Support a street-oriented development pattern, with buildings sited at or near the sidewalk edge. Mixed-use structures should be a



Awnings, attractive windows, and decorative architectural elements are examples of façade improvements that give a building character and presence.

component of “main street” commercial development and other areas where pedestrian activity is strongly encouraged.

- Provide a frequent and consistent rhythm of shop entrances along Main Street and First Street. Recessed entries are encouraged.
- Encourage the creative expression of individual storefronts, and use shop windows to help animate and sustain attention on Main Street and First Street. Generous street level windows predominantly of transparent glass are strongly encouraged.
- Emphasize design elements such as separate storefronts, display windows, shop entrances, exterior light fixtures, awnings, overhangs, and pedestrian-oriented signs. These features will add interest and give a human dimension to street-level façades.
- Within mixed-use projects, require commercial uses on the ground-floor level and office and residential uses on upper floors.
- Rely on ground-floor commercial space with frequent sidewalk entrances to promote pedestrian activity along the street. In particular, ground-floor commercial uses should offer shops and services appealing to La Puente residents.
- Make ground-floor commercial uses visually distinct from the residential space above. Dwelling units should exhibit a residential character, and residential entrances should read differently from entrances to ground floor commercial uses.
- Incorporate upper floor balconies, bays and windows that overlook the street and improve the street elevation. These will also communicate the residential function of upper levels.
- Add significant landscaping such as trees, shrubs, potted plants and trees, vines, ground cover, and perennial and annual plant species to soften commercial sites lacking landscaping.



Significant landscaping can improve the look of buildings and streetscape. Trees, clinging vines, planters, potted plants, and other landscaping elements soften otherwise harsh building frontages.

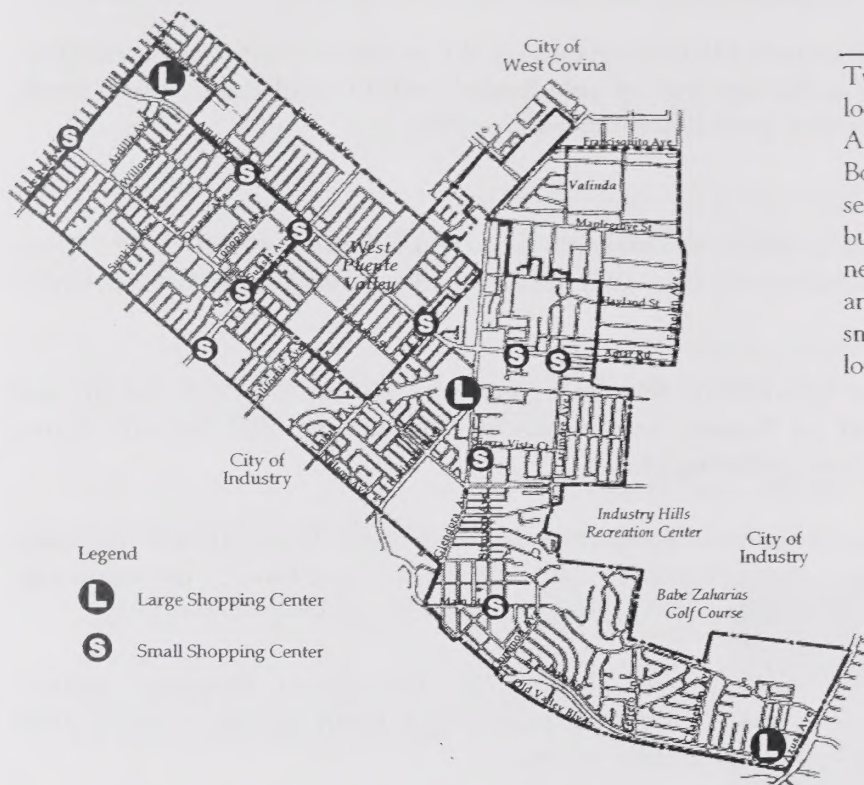
GOAL 2

A Downtown Business District serving as the symbolic center of La Puente, and providing a vibrant mix of residential, commercial, and public land uses in an attractive, pedestrian-oriented setting.

- Policy 2.1* Encourage and facilitate a balanced mix of residential, commercial, office, civic, and entertainment uses that foster a vibrant and pedestrian-oriented environment.
- Policy 2.2* Strengthen the Downtown Business District's role as the civic, social, and cultural hub of La Puente, with functions at the City Hall, Senior Center, Library, and other gathering places.
- Policy 2.3* Encourage improvement of residential neighborhoods through land use tools, redevelopment, intensification, City financial assistance, infrastructure improvements, and aggressive enforcement of City codes and standards.
- Policy 2.4* Establish public open spaces within the Downtown Business District, including but not limited to a small park, plaza, town square, or other place designed to accommodate public events.
- Policy 2.5* Promote high-quality, attractive, and functional site planning and architecture for commercial, office, and multi-family residential development in the Downtown Business District.
- Policy 2.6* Consider establishing a Redevelopment Project Area within the Downtown Business District to initiate revitalization efforts and to improve and gradually replace the area's aging historic buildings.
-

Shopping Centers

Shopping centers in La Puente supplement regional commercial activity on Hacienda Boulevard. Hacienda Boulevard serves residents citywide and caters to regional customers that travel through La Puente. Neighborhood shopping centers, on the other hand, provide goods and services for residents and local businesses in the immediate surrounding neighborhoods. These shopping centers provide a significant variety of goods and services. La Puente's two main neighborhood-level shopping districts are located at Amar Road/Willow Avenue and Azusa



Two large shopping districts located at Amar Road/Willow Avenue and Azusa Avenue/Valley Boulevard provide goods and services for residents and businesses in surrounding neighborhoods. Local residents and businesses also support several smaller commercial centers located throughout the City.

Avenue/Valley Boulevard. Tenants include locally owned restaurants, personal services, retailers, dry cleaners, and automotive services.

In addition to the larger Amar Road/Willow Avenue and Azusa Avenue/Valley Boulevard shopping districts, smaller shopping centers located throughout the City provide a variety of personal goods and services to residential neighborhoods and businesses. Smaller shopping centers provide a more limited number of convenience stores and shops than do the larger shopping centers. Residents will continue to maintain relationships with businesses in these centers. The City's residential densities and traffic on arterial highways will continue to provide the City's shopping centers with a strong customer base.

La Puente shopping centers can benefit from high-quality building standards, site design considerations, and City financial assistance. Land use planning will ensure that shopping centers provide appropriate services and are designed and operated in a manner compatible with adjacent land uses.

Economic Development

Proactive economic development strategies will facilitate and encourage the revitalization of shopping centers. Revitalization activities include strengthening the type and mix of tenants and including a varied mix of recognizable retailers. Examples of potential tenants include brand-name pharmacies, food markets, shoe stores and media stores. Working with brokers to highlight the assets of these neighborhood shopping centers and finding long-term tenants that can establish roots within the community remain strong City priorities.

One of the most significant assets that the larger shopping centers, located at Amar/Willow and Azusa/Valley, have is a lack of nearby competition. While these retail centers primarily serve the residential neighborhoods near them, they have the potential to significantly expand and capture business from surrounding unincorporated communities with appropriate revitalization and marketing efforts. However, high tenant turnover, inadequate product and service offerings, and the need for modernization have kept these centers from realizing their full economic potential. The City recognizes these limitations and proposes creative efforts to revitalize these shopping centers.

Successful revitalization requires increased cooperation among property owners and tenants, significant private investment, and public financial assistance. The City will continue to offer financial assistance to property owners and tenants to renovate the exterior faces of commercial structures. The City also has created development incentives for the Amar/Willow and Valley/Azusa districts by allowing increased floor-area ratios, creating flexible development standards, and encouraging tenant composition improvements to encourage the highest and best future use of these centers.

Design Strategies

Shopping center design is both an aesthetic and economic development concern. Site design, good visibility, property maintenance, and landscaping all improve the economic performance and attractiveness of shopping centers. Deferred maintenance, the proliferation of truck parking, and poor storefront presentations give neighborhood shopping centers a barren and unattractive character. Improvements in these areas can help revitalize La Puente's shopping centers.

The City supports rehabilitation and revitalization efforts through creative site planning, site reconfiguration, design strategies and building

standards. The General Plan sets increased intensity standards at the Amar/Willow and Azusa/Valley shopping districts relative to other commercial uses in the City. These increased standards will allow for greater lot coverage and increased flexibility in terms of design and appearance. Using these tools, renovated shopping centers can incorporate more modern designs, increase visibility, improve landscaping, and create a more pleasant shopping environment.

The following design strategies will help create comfortable, well designed, and attractive neighborhood centers with uses that meet the needs of local residents. These strategies are further defined and implemented within the City's Design Guidelines and Zoning Ordinance.

Design Strategies

Shopping Centers - "Providing Commercial Needs and Services Safely and Attractively"

- For public safety purposes, on-site parking should be visible from sidewalks, roadways, and adjacent properties. Trees and plantings may be used in moderation to provide shade and screen undesirable views.
- Create a street-level environment that includes many pedestrian amenities, such as potted plants or flowers, decorative paving treatments, detailed lighting elements, benches, or outdoor seating along the street frontage.
- Respond to adjacent residential uses with sensitive transitions in scale and massing. For example, building mass should be broken down using height step backs, articulated sub-volumes, and horizontal and vertical façade articulation.
- Incorporate functional pedestrian connections to adjacent uses. Nearby residential uses should benefit from convenient access to local shopping and services.
- Encourage high-quality façade improvements such as arcades, canopies, awnings, transparent



Signage, landscaping, and good architectural design together can really create an attractive shopping center building.

windows, window displays, and new colors to add a new look to existing commercial buildings and to promote long-term maintenance.

- Architectural design and style of shopping centers should communicate a scale and common design theme that does not overwhelm the neighborhood or adjacent residential uses. A design theme that reflects La Puente's history and character for all buildings, signs, and landscape treatments is encouraged.

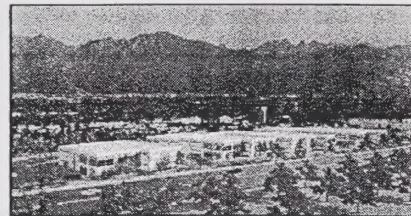
GOAL 3

Attractive shopping centers that provide an appropriate mix of quality goods and services for adjacent residential neighborhoods.

- Policy 3.1** Encourage and facilitate a balanced mix of residential, commercial, shopping, and services at neighborhood shopping centers.
- Policy 3.2** Encourage the rehabilitation or renovation of neighborhood shopping centers through facade improvements, property maintenance, and financial assistance.
- Policy 3.3** Consider designating the Amar/Willow and Azusa/Valley shopping districts as Redevelopment Project Areas as a means to revitalize and renovate the districts.
- Policy 3.4** Establish architectural and design standards for neighborhood shopping centers to ensure consistency and quality of building design, facades, signage, and landscaping.
- Policy 3.5** Encourage the reconfiguration and development of neighborhood shopping centers by offering modified development standards, more intense floor-area ratios, and other tools.
- Policy 3.6** Aggressively enforce commercial property standards, including maintenance of buildings, landscaping, parking areas, lighting, and health and safety standards.
-

Business/Employment Corridor

A skilled, well-paid population base will strengthen the City's overall economic health and improve the community's quality of life. Spending money locally increases the success of local businesses and employers, and improves private investment in the community. La Puente's Business/Employment corridor, located along Old Valley Boulevard and Valley Boulevard, has the potential to attract new businesses, create skilled jobs, and revitalize the tax base. City revitalization efforts and circulation improvements have improved the corridor, and completion of the Valley Business Center has enhanced a major entry point to Downtown La Puente, creating additional employment opportunities and increased tax revenue.



The Valley Business Center is the centerpiece of La Puente's Business/Employment Corridor.

Economic Development

The Business/Employment corridor's close proximity to numerous industrial properties within the City of Industry is a significant advantage in attracting new tenants to available industrial properties. Underutilized sites offer the potential for new or expanded industrial businesses. Although many parcels are not located along a major highway and cannot accommodate large manufacturing processes, several sites offer good access to regional highways and freeways. The City supports efforts to reuse underutilized sites in this corridor, and seeks to capitalize on new business opportunities resulting from completion of the Alameda Corridor East project.

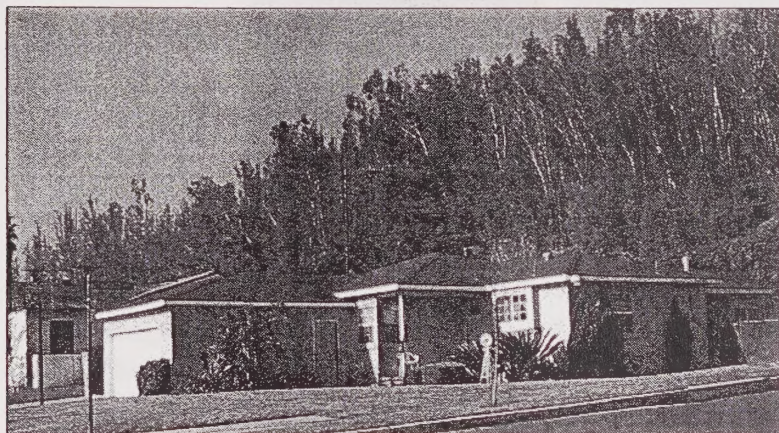
GOAL 4	A vibrant industrial corridor providing high-quality development, employment opportunities, and tax revenue, and serving as a gateway to Downtown.
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Policy 4.1	Facilitate continued recycling of underutilized properties along Old Valley Boulevard to high-quality, clean light industrial uses where appropriate.
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Policy 4.2	Develop focused economic enhancement strategies for the Valley/Old Valley Boulevard to leverage opportunities from the Alameda Corridor East project.
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Residential Neighborhoods

La Puente's residential neighborhoods provide housing choices to meet varied needs. Older, established neighborhoods consist primarily of single-family residences. Newer areas also offer townhomes and planned unit developments. Apartments and senior housing are available throughout the City. Providing a wide range of housing opportunities allows residents of all incomes to live in La Puente.



Most of La Puente's residential neighborhoods and housing stock date from the Post-World War II building boom.

Long-time residents and newcomers to the community value the range of housing choices available, and well-maintained neighborhoods exhibit the pride people place in calling La Puente home. Over time, the housing stock and residential neighborhoods have gradually changed, challenging the City to maintain and improve quality of life for La Puente residents.

In some neighborhoods, apartments and townhomes have replaced older single-family residences dating to the 1950s or earlier. This transition has generally improved neighborhoods with the introduction of higher-quality housing. However, it has also created neighborhoods where single-family residences are directly adjacent to apartments and condominiums. In these areas, the City will promote the creation of more uniform and compatible neighborhoods.

Maintaining housing conditions and protecting the privacy of single-story homes are key challenges in established single-family residential neighborhoods. House sizes and heights have increased over time, leading to inconsistency within neighborhoods when newer homes are constructed adjacent to or between older homes. Many of the larger, taller homes have a line of sight that faces down and into an adjacent home or backyard. The City is committed to preserving established single-family neighborhoods by regulating development and

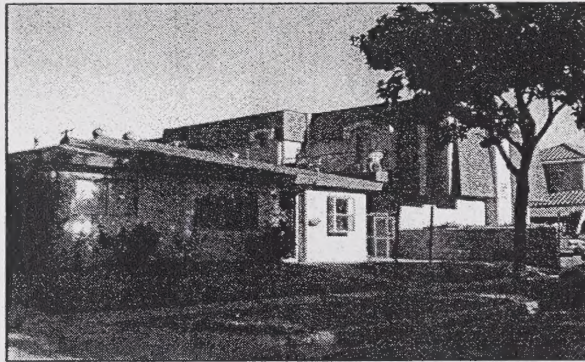


encouraging both property maintenance and rehabilitation.

Constructing new parks and recreation areas, safe and well-maintained roadways, and ensuring high levels of public safety can also enhance residential neighborhoods. The City is committed to increasing recreational opportunities through a variety of means, as they become available, including site acquisition, park development, and joint-use agreements with school districts.

Design Strategies

Maintaining neighborhood character and ensuring quality design in all residential areas strengthens neighborhoods. If not thoughtfully designed, new housing development can adversely affect neighborhood character.



Maintaining privacy of single-story homes is one of the City's primary concerns in residential neighborhoods.

High-quality single-family and multi-family dwelling units should protect the privacy of adjacent residential units and complement other housing units within the same block. The following residential design guidelines will be applied to protect and enhance the quality of all neighborhoods. These strategies are further defined and implemented within the City's Design Guidelines and Zoning Ordinance.

Design Strategies

Single-Family Residential Development - "Protecting Neighborhoods"

- Ensure that new single-family residential buildings or additions are designed and constructed with sensitivity for the privacy of adjacent residential properties and the value and quality of existing homes.
- Integrate residential developments with their built surroundings. In particular, encourage a strong relationship between dwelling and the street.
- The bulk and mass of new single-family residential buildings or additions should not be overbearing or out of place in existing residential neighborhoods.
- Communicate the single-family residential function of a building by encouraging the design of visually-appealing residential dwellings that feature varied facades and pleasing compositions.



Single-family dwelling units should contain architectural elements oriented toward the street.

Design Strategies

Multiple-Family Residential Development - "Creating Quality Homes"

- Reduce the bulk of multi-family buildings using scale transitions near adjacent single-family dwellings. Articulate building facades to portray a domestic scale and give identity to individual dwelling units.
- Provide attractive, communal open space with functional amenities. The amount of open space should increase with the size of a multi-family development to meet the social and recreational needs of residents.



High-quality design elements for multi-family buildings can include such features as a landscaped trellis to define the entrance, or private ground-level entries for individual units.

- Incorporate well-designed and adequately sized private open spaces, such as balconies, patios and porches, into multi-family development projects to improve the quality of the project and to create usable and pleasant outdoor private spaces for residents to enjoy.
- Provide well-designed, safe parking areas. Maximize security and surveillance, and provide efficient access to building entrances.
- Incorporate trees, shrubs, groundcover, and grass areas within multi-family development projects to create a lush and comfortable environment for residents and those viewing from public areas.
- Encourage lot consolidation to produce larger sites and greater project amenities



Building forms employing a variety of roof shapes, articulation, height variation, and inconsistent setbacks provide a visually attractive building, unlike large, box-like buildings with blank walls.

GOAL 5

Safe and attractive neighborhoods providing a range of quality housing, parks, community services, and public facilities.

Policy 5.1

Facilitate and encourage a diversity in housing types and prices to address changing needs in La Puente.

Policy 5.2

Encourage property maintenance and rehabilitation and housing replacement activities, where appropriate, to improve neighborhood conditions.

- Policy 5.3** Establish residential development standards addressing useable open space, building features (e.g., scale, height, size, and articulation), landscaping, and adequate parking.
- Policy 5.4** Ensure adjacent residential neighborhoods are buffered from potentially incompatible land uses.
- Policy 5.5** Pursue the creation of additional pocket parks through lot consolidation, recycling of underutilized parcels, and City financial assistance as available.
- Policy 5.6** Develop a streetscape enhancement plan that addresses street trees, signage, and other landscaped amenities within residential neighborhoods.
- Policy 5.7** Enforce the City's Noise Ordinance to reduce periodic noise nuisances including but not limited to noisy parties and loud music.

Economic and Employment Development

A healthy local economy consists of a trained and educated workforce, diversified businesses, accessibility to housing, financial assistance to businesses, and infrastructure ready to serve technologically advanced businesses. Several sections in the Community Development Element have addressed these issues. The following section discusses the major economic development and employment challenges that affect the economic vitality of the community and it identifies goals and policies designed to address these challenges.

Economic Development

Although the City of La Puente occupies only 3.5 square miles and has 42,000 residents, its market area effectively includes the adjoining unincorporated areas of Valinda, Bassett, and Avocado Heights and a total population of about 105,000. The City captures commuter pass-through business along its commercial "corridors of convenience", principally Hacienda Boulevard and Amar Road. These corridors also serve the local population, employees and businesses. To its disadvantage, the City has no freeway frontage or visibility and relies heavily on its convenience retail and service businesses for sales tax generation. The City of La Puente also faces economic competition from its neighbors. It has no large, high value general merchandise stores such as those found in the regional retail centers of the nearby communities of Covina, West Covina, Industry and Hacienda Heights. As a result, the

City experiences substantial sales "leakage" to these surrounding communities. In addition to the retail centers along Hacienda Boulevard and Amar Road, the City's smaller retail centers have the potential to significantly expand and capture business from surrounding unincorporated communities with appropriate revitalization and marketing efforts. Supporting economic development means making space for both existing businesses to expand and for new businesses to locate in La Puente. New and existing businesses seek not only spaces to establish their businesses, but also adequate access and infrastructure in an attractive setting with sufficient amenities, resources and local government cooperation.

Employment Development

Employment development is crucial to La Puente's future economic health. The City has a larger proportion of residents 19 years of age or younger than Los Angeles County as a whole. This portion of the population will be entering the workforce during the timeframe of this General Plan. According to a jobs-housing balance analysis performed in 2003, there is a substantial imbalance between the number of jobs in the City (8,285) and the number of employed residents (16,760). The average household in the City (4.4 persons/household) is significantly larger than the average for the County as a whole (3.0 persons/household), and there is an average of 1.77 persons per household that are employed. To achieve a balance of at least one job per household in the City, 2,200 additional jobs would have to be created.

Economic growth can bring many benefits to the community, including jobs, housing, and new revenue. New growth will lead to higher tax revenue, thus benefiting residents and the community directly by enhancing many of the public services the City provides. The City will collaborate with the business community to facilitate growth, development, and infrastructure improvements that benefit residents and businesses alike. To achieve balance between the labor force and jobs and to insure and enhance the economic vitality of the community, the City will support economic development in two primary areas: business retention and business expansion/attraction.

GOAL

6

Retain local businesses

-
- Policy 6.1** Provide technical assistance to the business community.
- Policy 6.2** Provide information and training resources for start-up businesses
- Policy 6.3** Provide commercial and industrial building rehabilitation assistance in concentrated areas to maximize visual impact.
-

GOAL

7

Attract new businesses and expand existing businesses

-
- Policy 7.1** Provide marketing assistance for multi-tenant districts/shopping centers.
- Policy 7.2** Market the City to prospective businesses
- Policy 7.3** Provide incentives to developers and brokers to help bring in new businesses and jobs to La Puente.
- Policy 7.4** Prioritize economic development issues and activities.
- Policy 7.5** Support existing business and attract new businesses by upgrading right of way improvements (signs, landscaping, street furniture, etc.)
-

Zoning and Community Development

The City's zoning ordinance serves as the primary tool to implement General Plan land use policies. Under California law, the zoning ordinance must be consistent with the General Plan, meaning that each land use category must have one or more corresponding zone districts, and development standards and land use regulations in the Zoning

Ordinance must reflect the policies in the General Plan. While General Plan discussion of permitted land uses and development intensities is by nature somewhat general, the Zoning Ordinance provides the specificity property owners and developers seek in identifying how particular properties can be used and developed. Table CD-2 identifies the relationships between land use categories and zone districts in La Puente.

Development Capacity

As property owners redevelop sites and as changes in land use or intensity occur, the overall distribution of land uses will shift. Table CD-3 summarizes the distribution of land use and the corresponding level of development anticipated to result from implementation of land use goals and policies contained in this Element. As shown in the Table CD-3, La Puente, including unincorporated County areas within its sphere of influence has capacity for a population of approximately 62,333 persons in 14,156 housing units. Of these, approximately 44,071 persons in 10,008 housing units are within the corporate limits (as of year 2004) of the City of La Puente.

Table CD-2
General Plan and Zoning Ordinance Consistency

General Plan Land Use Category		Corresponding Zone Districts
LDR	Low Density Residential	R-1-5,000, R-1-7,200 PUD
MDR	Medium Density Residential	R-VL R-2 PUD
MHDR	Medium High Density Residential	R-3 PUD
HDR	High Density Residential	R-4 PUD
NC	Neighborhood Commercial	C-1 DBD

Table CD-2
General Plan and Zoning Ordinance Consistency

General Plan Land Use Category		Corresponding Zone Districts	
GC	General Commercial	C-2	
BE	Business/Employment	DBD	
		O-BP	
		C-M	
MU	Mixed Use	DBD	
PI	Public/Institutional	R-1-5,000	
		R-1-7,200	R-4
		R-VL	PUD
		R-2	DBD
		R-3	OS
OSPU	Public Open Space	R-1-5,000	
		R-1-7,200	R-3
		R-VL	R-4
		R-2	OS
OSPR	Private Open Space	R-1-5,000	
		R-1-7,200	R-3
		R-VL	R-4
		R-2	PUD
			OS

Table CD-3
Land Use Capacity and Population Projections

Land Use Category	City Subtotal					Sphere of Influence					Planning Area Total			
	Net Acres	Avg Density/ FAR	Potential Dwelling Units	Potential Square Feet (KSF)	Population *	Net Acres	Avg Density / FAR	Potential Dwelling Units	Potential Square Feet (KSF)	Population *	Net Acres	Potential Dwelling Units	Potential Square Feet (KSF)**	Population *
Residential Categories														
Low Density Residential (LDR)	952	6.5 du/ac	6,191		27,260	663	6.25 du/ac	4,148		18,261	1,615	10,339		45,521
Medium Density Residential (MDR)	107	13 du/ac	1,433		6,309 *						107	1,433		6,309
Medium High Density Residential (MHDR)	51	17 du/ac	872		3,838						51	872		3,838
High Density Residential (HDR)	74	25 du/ac	1,855		8,170						74	1,855		8,170
Commercial/Business Categories														
Neighborhood Commercial (NC)	13	0.25:1 FAR		143							13		143	
General Commercial (C)														
Along Hacienda Boulevard and East Amar Road	123	0.3:1 FAR		1,601		9	0.3:1 FAR		124		132		1,725	
Puente/Amar and Azusa/Valley Centers	45	0.5:1 FAR		977							45		977	
Business/Employment (BE)	25	0.25:1 FAR		272							25		272	25
Public/Institutional Categories														
Public / Institutional (PI)	222	0.3:1 FAR		2,902		63	0.3:1 FAR		826		285		3,729	
Open Space Categories														
Open Space - Public (OS-Pu)	23	N/A				5					29			
Open Space - Private (OS-Pr)	73	N/A									73			
Mixed-Use Category														
Mixed Use (MIX)	11	10 du/ac and 0.5:1 FAR	108	236	477						11	108	236	477
TOTAL	1,720		10,459	6,132	46,054	741		4,148	949	18,261	2,461	14,607	7,082	64,340

* The build-out population projections presented in this table are based on the projected number of dwelling units that can be accommodated, and the California Department of Finance (DOF) 2003 persons per household (PPH) factor for La Puente, which is 4.496. A residential vacancy rate of 2.06 percent is also assumed, per DOF 2003. The 2003 DOF population of La Puente was 42,641. The Southern California Association of Governments has projected La Puente's population to be 47,789 persons in 2020. ** Thousand square feet.

Implementation

The following actions put into practice the Community Development Element policies and plans for City elected officials, staff and the public. Implementation actions are organized into subsections that correspond to various areas and levels of City responsibility. Each action relates directly to one or more policies. The responsible agencies or City departments for each action are identified in the Implementation Summary attached as an appendix to the General Plan, along with a recommended timeframe and primary potential funding source.

CITY PLANS AND ORDINANCES

Action CD-1: Update the Zoning Ordinance

Update the Zoning Ordinance to establish permitted densities, intensities and uses consistent with the General Plan. The updated Zoning Ordinance will incorporate and replace long-standing development requirements and will accomplish the following objectives:

- Specifically identify permitted land uses, intensity of uses and development and performance standards applicable to specific areas and parcels within the City.
- Establish consistent requirements for residential development that protect the character of established neighborhoods.
- Create an attractive and lively Downtown by designating a new zoning district that defers to the Downtown Business District Specific Plan for development requirements.
- Modify development standards for the Amar/Willow and Azusa/Valley shopping districts to offer tools such as more intense floor-area ratios to improve the performance and attractiveness of these districts.
- Encourage lot consolidation in certain neighborhoods for higher-quality residential development and the development of pocket parks.
- Include specific criteria for signs within commercial corridors, neighborhood shopping centers and residential neighborhoods.



- Require buffers to improve compatibility in areas where residential and non-residential uses abut each other.
- Establish development requirements to implement the design strategies identified in the Community Development Element and the City Design Guidelines.

Related Policies: 2.3, 3.4, 3.5, 5.3, 5.4

Action CD-2: Initiate Redevelopment

Establish a redevelopment project area or areas to include the Hacienda Boulevard Corridor, the Azusa/Valley Shopping Center, Downtown La Puente and other appropriate locations. Formulate and submit preliminary redevelopment plans along with the base-year assessment roll to be used for the allocation of taxes.

Prepare an Affordable Housing Implementation Plan pursuant to the requirements of Section 33490 of the California Health and Safety Code, and begin using redevelopment set-aside funds to improve affordable housing options.

Related Policies: 1.2, 1.6, 2.6, 5.1

Action CD-3: Adopt a Streetscape Enhancement Plan

Assess the need for improvements to medians, sidewalks, lighting and public signs on streets, and establish a Streetscape Enhancement Plan. Within the Plan, identify roadways that need streetscape improvements, with an emphasis on improvements to roadways in regional commercial areas such as Hacienda Boulevard and in residential neighborhoods.

Research available funding opportunities, including public/private partnerships and State and federal grants.

Related Policies: 1.4, 5.6

Action CD-4: Enforce City Codes

Continue to aggressively enforce and strictly require compliance with City codes that will improve the visual appearance of residential neighborhoods, commercial centers, and the Downtown Business District.

Related Policies: 1.3, 2.3, 3.2, 5.7

DEVELOPMENT CONDITIONS AND REQUIREMENTS

Action CD-5: Apply Design Strategies and Guidelines

Implement the design policies outlined in the General Plan, the City Urban Design Guidelines and the Downtown Business District Specific Plan. Apply the design guidelines to new development and redevelopment projects to establish a unique visual identity for the City's neighborhoods and commercial and civic areas, and to promote high-quality site planning and architecture.

Require rehabilitation of established structures and new developments to be consistent with these guidelines in order to ensure high-quality, consistent development.

Related Policies: 1.4, 2.5, 3.4

PLANNING AND OUTREACH INITIATIVES

Action CD-6: Promote Rehabilitation Grants and Loans

Continue to encourage and support improvement and rehabilitation of homes and businesses through the City's residential and commercial loan and grants programs. Increase publicity for these programs by making bilingual brochures and flyers available at City-sponsored events and including articles and advertisements in City publications such as *Spotlight La Puente*. Encourage the use of the program in concentrated, high traffic commercial areas. Expand these programs to include industrial properties in concentrated areas to maximize visual impact, as funding is available.

Related Policies: 1.2, 2.3, 3.2, 5.2, 6.3

Action CD-7: Investigate the Potential to Create Park Development Incentives

Investigate the potential to create an incentive program to encourage new park development.

Related Policies: 5.5, 1.4

Action CD-8: Make Downtown La Puente More Visible

Hold and promote City-sponsored community events at venues located within the Downtown Business District (DBD).

Encourage the use of Downtown venues by community groups and schools.

Use the City's website to post available venues and requirements for reserving and staging events. Assign a City staff person to field inquiries and streamline the process for using DBD venues.

Encourage the establishment of new public open spaces in the DBD to accommodate future public events.

Related Policies: 2.2, 2.4

Action CD-9: Attract and Retain Businesses

Identify specific high-quality businesses or business types that can better serve the local market and fill anticipated service and retail needs.

Encourage City staff, current business owners and the Puente Hills Area Chamber of Commerce to solicit and retain a range of businesses that maintain and enhance the commercial and business characteristics of Downtown La Puente, the Hacienda Corridor, and shopping centers throughout the City.

Develop a marketing strategy to target businesses and increase the City's visibility in the commercial real estate market.

Related Policies: 1.1, 1.5, 2.1, 3.1, 6.1, 6.2, 7.1

Action CD-10: Work with Developers to Identify Development Opportunity Sites

Work with developers to identify vacant and underutilized development sites for key development opportunities. In cooperation with interested developers, build a database that prioritizes sites and identifies the types of opportunities that may be feasible and desirable on each site, and identify the type of funding/investment levels needed. Database can be made available to interested developers. Focus on:

- Identifying sites within commercial and industrial areas that are good candidates to be recycled into cleaner, high quality, productive uses
- Identifying sites within residential neighborhoods appropriate for lot consolidation, in order to facilitate higher quality residential or pocket park developments

Identify State, federal and private funding opportunities.

Related Policies: 1.2, 4.1

Program CD-11: Expand Affordable Housing Options

Assist in the development of new housing units through the following actions:

- Encourage housing development and provision of open space amenities within multi-family projects through density bonus incentives
- Continue to allow for development of second units, pursuant to State law
- Pursue additional funding for affordable housing development through the Los Angeles County Community Development Commission and the federal department of Housing and Urban Development (HUD), when available
- Utilize redevelopment set-aside funds to create new affordable housing options consistent with the City's Affordable Housing Implementation Plan

- Apply for affordable housing assistance from the City of Industry set-aside program

Related Policy: 5.1

Program CD-12: Improve Economic Development Resources and Assistance Provided to Businesses

Assist new and existing businesses in the City through the following actions:

- Provide “ombudsman” services for one-on-one contact with business community.
- Utilize economic development assistance resources already available from outside agencies, e.g. LA County Economic Development Corporation, Small Business Development Center, etc.
- Assist in the formation of a Business Improvement District where there is support among potentially affected businesses.
- Create a small business incubator to help first-time entrepreneurs.

Related Policy: 6.1, 6.2

Program CD-13: Adopt a Financial Incentives Program

Incentives should be offered only to those that make long-term commitments in capital investment and plan to create jobs with salaries high enough to sustain families. Recipient businesses shall be considered based on a positive cost/benefit analysis. Incentives shall be only used for gap financing and if used for a desired new business, incentives will only be used to attract those that would not otherwise locate into the City.

The Financial Incentives Program will offer:

- Performance based incentives
- Same incentives to in-town as well as outside developers considering locations in town
- Offset building and development fees for commitments for number of jobs to be created, types of jobs created, investment per job created, and/or gross revenues, etc.

Related Policy: 7.3

Program CD-14: Prioritize Economic Development Issues and Activities

- Seek out advice of local business organizations on implementation of economic development activities.
- Dedicate a Staff position(s) to economic development programs to give it the attention it needs.
- Create economic development review committee within City structure to help solve technical and regulatory barriers to new development.

Related Policy: 4.2, 7.3

INTER-JURISDICTIONAL COORDINATION

Action CD-15: Monitor the Alameda Corridor East²²

Identify economic enhancement strategies and projects for the Valley/Old Valley area that can benefit from the Alameda Corridor East construction. Prioritize projects and research funding opportunities from State, federal and private agencies. Coordinate with the City of Industry and other neighboring jurisdictions, when appropriate.

Related Policy: 4.2

Circulation and Infrastructure Element

The circulation and infrastructure element of the General Plan is a key component of the overall planning process. It addresses the needs of the community for transportation, utilities, and other infrastructure services. This element provides a framework for the development and maintenance of the community's infrastructure, ensuring that it is sustainable, efficient, and meets the needs of the community for the future.

The circulation and infrastructure element of the General Plan is a key component of the overall planning process. It addresses the needs of the community for transportation, utilities, and other infrastructure services. This element provides a framework for the development and maintenance of the community's infrastructure, ensuring that it is sustainable, efficient, and meets the needs of the community for the future.

Scope and Content

The circulation and infrastructure element of the General Plan is a key component of the overall planning process. It addresses the needs of the community for transportation, utilities, and other infrastructure services. This element provides a framework for the development and maintenance of the community's infrastructure, ensuring that it is sustainable, efficient, and meets the needs of the community for the future.

CIRCULATION AND INFRASTRUCTURE ELEMENT



Circulation and Infrastructure Element



The ease with which people travel within and through La Puente depends on good circulation planning. People should be able to easily and safely get around within the City from home to school, work, or shopping. Moving people and goods between destinations within the region efficiently and effectively allows the City to benefit both economically and socially. Well-planned circulation is a high City priority since La Puente has six major transportation thoroughfares that serve as the City's key commercial corridors. Travel delays, hazards, and driving frustrations impact both public safety and the City's economic well-being.

La Puente enjoys easy access to Interstate 10, Interstate 605 and State Route 60 (SR-60). These freeways link City residents and businesses to destinations throughout Southern California and beyond. Six major highways in La Puente serve as the primary routes into and out of the City. Although these highways sometimes act as relief valves to the freeways, they also provide good alternative travel routes to destinations throughout the San Gabriel Valley. The City's local circulation system offers varied, convenient routes for both local and regional trips.

Scope and Content

The Circulation portion of this element addresses anticipated circulation needs and the ability of the road network and alternative transportation modes to meet future travel demands. New development will increase use of local and regional roadways, and the plan and policies presented in this element identify strategies the City will pursue to maintain good service levels. Because local circulation is linked with the regional system, the policies highlight La Puente's continued role in regional programs to alleviate traffic congestion through capacity enhancements and trip reduction. Reduced dependency on the automobile works toward these objectives and improves environmental quality. Because not everyone drives a car, this element examines the transportation options available to La Puente residents and establishes appropriate policies.

La Puente also depends upon a reliable and safe water supply system, a stormwater drainage system that protects properties from periodic

flooding, a sewage collection system, and private utilities, such as electric power, natural gas, and telecommunications. These systems must be maintained to ensure that residents and businesses can reliably turn on a tap, run the washing machine, or use water for businesses. The Infrastructure portion of this element identifies service providers for La Puente and calls for inventory and maintenance of the City's infrastructure systems.

Measuring Traffic Flow

Within this Element, two traffic engineering concepts – volume to capacity (V/C) and Intersection Capacity Utilization (ICU) ratios – are used to describe traffic flow on roadways and through intersections. Volume is established either by a traffic count (in the case of current volumes) or by a forecast for a future point in time. Capacity refers to the vehicle carrying ability of a roadway at free flow speed, and is a critical component of roadway design. For example, a roadway that carries 16,000 vehicles per day, with the capacity to accommodate 20,000 vehicles per day at free flow speed, has a V/C of 0.80.

The V/C measure is used in turn to establish Level of Service (LOS) categories describing the performance of roadways and intersections throughout the community. Six categories of LOS – the letter designations A to F – are used to identify traffic conditions, with LOS A representing excellent conditions and LOS F representing extreme congestion. For roadways, the LOS designations are based on directly upon V/C ratios calculated based on the roadway's capacity at LOS E (or design) conditions. Table CI-1 shows V/C ranges, the corresponding LOS, and a description of expected traffic conditions for roadways.

For intersections, LOS is based on Intersection Capacity Utilization (ICU) ratios, which take into account the volume-to-capacity ratios of all of the critical turning movements that take place at an intersection. Table CI-2 shows ICU ranges, the corresponding LOS, and a description of expected traffic conditions for intersections.

Table CI-1
Level of Service Descriptions for Roadways

Level of Service	Flow Conditions	Volume to Capacity Ratio
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delays at signalized intersections is minimal.	0-0.60
B	LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.	0.61-0.70
C	LOS C represents stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average speeds of about 50 percent of the average free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving.	0.71-0.80
D	LOS D borders on a range in which small increases in flow may cause a substantial increase in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free-flow speed.	0.81-0.90
E	LOS E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	0.91-1.00
F	LOS F characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.	Over 1.00

Source: Highway Capacity Manual.

Table CI-2
Level of Service Descriptions for Signalized Intersections

Level of Service	Description	Intersection Capacity Utilization (ICU) Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0-0.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.61-0.70
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.71-0.80
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.81-0.90
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.91-1.00
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.00

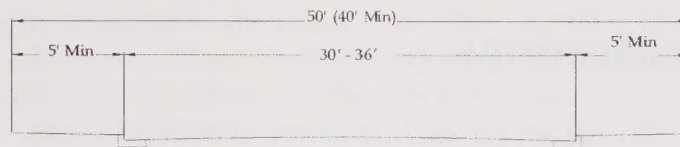
Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982.

Roadway Plan

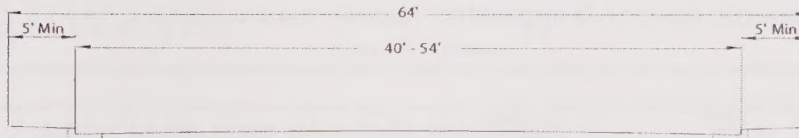
Roadways in La Puente are defined using a hierarchical classification system. Each type of roadway is described by size, purpose, and capacity. La Puente's Roadway Plan utilizes five types of roadways, for which standards are prescribed. Cross sections for each roadway type are presented in Figure CI-1.



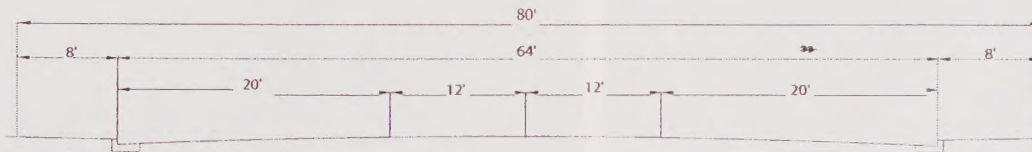
LOCAL STREET
(2 LANES, WITH ON-STREET PARKING)



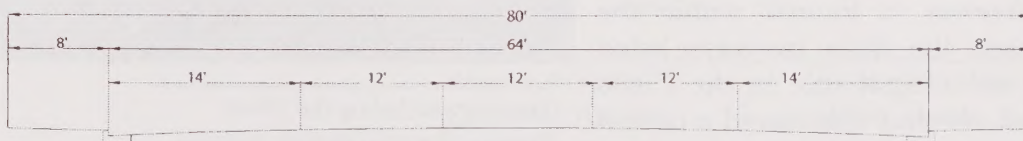
COLLECTOR
(2 LANES, WITH ON-STREET PARKING)



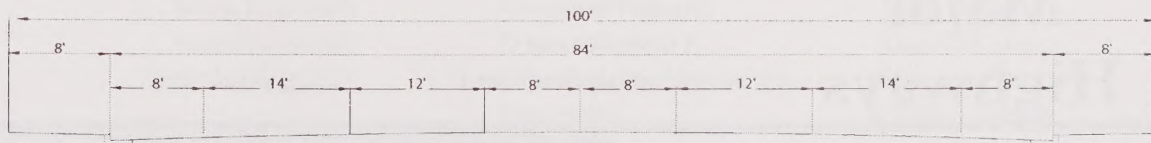
SECONDARY HIGHWAY
(4 LANES, UNDIVIDED WITH ON-STREET PARKING)



SECONDARY HIGHWAY
(4 LANES, DIVIDED WITH ON-STREET PARKING)



MAJOR HIGHWAY
(4 LANES, DIVIDED WITH ON-STREET PARKING)



MAJOR HIGHWAY
(6 LANES, DIVIDED WITH PEAK HOUR LANES)

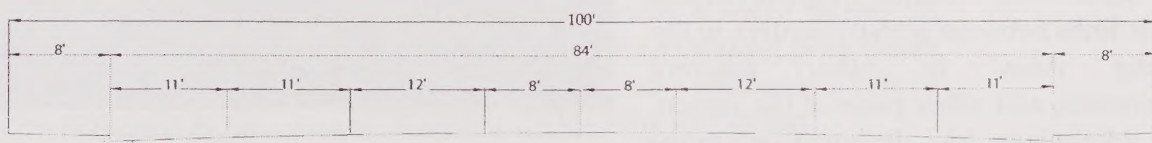


Figure CI-1
Roadway Cross-Section

Roadway Classifications

Development standards and names for each roadway classification are drawn from the Los Angeles County Code Book. Roadway design may deviate from the standards where physical constraints exist, where preservation of community character dictates special treatment, or on approaches to intersections. Bikeways, sidewalks, and on-street parking also may affect the specific standards applied to various roadways.

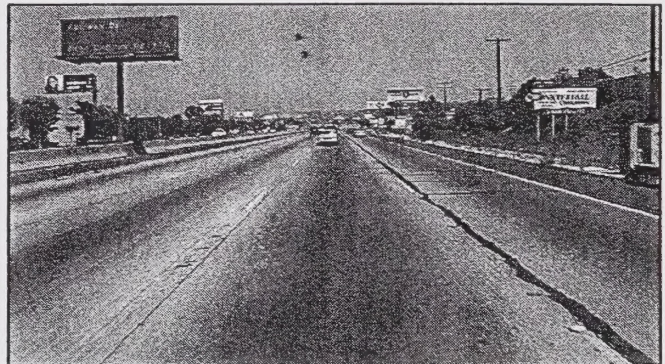
Freeways

Interstate 10 (3 miles north of La Puente)

Interstate 605 (1 mile west of La Puente)

State Route 60 (1.5 miles south of La Puente)

Freeways are controlled access, high-speed roadways with grade-separated interchanges. A freeway is intended to carry high volumes of traffic from region to region. The planning, design, construction, and maintenance of freeways in California are the responsibility of the California Department of Transportation (Caltrans). While no freeway is located within the Planning Area, the three freeways listed above play an integral role in the City's mobility, and are thus considered a critical part of La Puente's Roadway Plan.



Freeways, including the SR-60 Pomona Freeway, provide regional access to La Puente.

Major Highways

Amar Road

Azusa Avenue

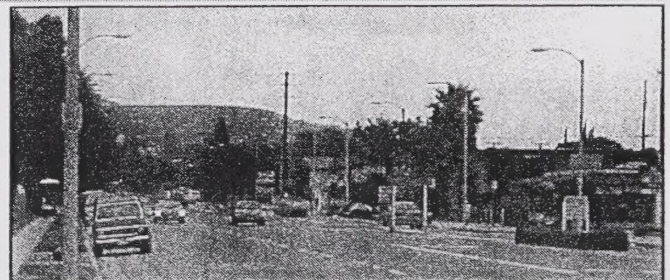
Hacienda Boulevard

Puente Avenue

Sunset Avenue

Valley Boulevard

Major Highways carry traffic from Secondary Highways and collectors to other parts of the city, freeways, and adjacent major land uses. Major Highways also provide links between activity centers in the Planning Area, in other adjacent communities, and other parts of the region. Major Highways are designed to move



Major Highways, including Amar Road, provide links between activity centers in La Puente.

large volumes of traffic, typically in the range of 40,000 to 60,000 vehicles per day. Several of La Puente's Major Highways also support significant retail and service activity that contributes to the City's tax base.

Secondary Highways

Azusa Way
Francisquito Avenue (west of Hacienda)
Glendora Avenue (between Hacienda and Temple)
Temple Avenue
Unruh Avenue

Secondary Highways serve as intermediate routes, carrying traffic between local streets, Collectors, and Major Highways. Secondary Highways are generally intended to provide unrestricted access to all types of land uses. Parking is generally allowed during all periods of the day or may be prohibited during morning or evening peak periods. Secondary Highways are designed to carry moderate levels of traffic, generally in the range of 15,000 to 25,000 vehicles per day.



Secondary Highways, like Glendora Avenue, provide unrestricted access to all types of land uses.

Collectors

<i>Aileron Avenue</i>	<i>Loukelton Street</i>
<i>California Avenue</i>	<i>Main Street</i>
<i>Central Avenue</i>	<i>Maplegrove Street</i>
<i>Del Valle Avenue</i>	<i>Nelson Street</i>
<i>Dora Guzman Avenue</i>	<i>Old Valley Boulevard</i>
<i>Elliott Avenue</i>	<i>Orange Avenue</i>
<i>Fairgrove Avenue</i>	<i>Sotro Street</i>
<i>Ferrero Lane</i>	<i>Stanford Street</i>
<i>Francisquito Avenue (east of Hacienda)</i>	<i>Stimson Avenue</i>
	<i>Willow Avenue</i>
<i>Glendora Avenue (south of Temple)</i>	

Collectors are intermediate routes carrying traffic between local streets and highways. Collectors are generally intended to provide unlimited access to all types of land uses. Parking is typically allowed during all periods of the day or, if necessary, may be prohibited during peak hours on certain segments. Collectors are designed to carry moderate levels of traffic, generally in the range of 10,000 to 15,000 vehicles per day.



Collectors, like Del Valle Avenue, carry traffic between local streets and highways.

Local Streets

Not included in Roadway Plan

Local streets provide direct vehicular, pedestrian, and bicycle access to adjacent land uses, and are intended to carry low volumes of traffic. Such roadways are typically narrow and allow unrestricted parking. Local streets in La Puente have a 30- to 36-foot curb-to-curb width within a 50-foot right-of-way, and consist of streets that do not fall into one of the previous four classifications. Local streets are not identified on the Roadway Plan.



Local Streets, like 5th Street, provide direct access to residences and businesses in La Puente.

Performance Standards

Evaluating the ability of the circulation system to serve La Puente residents and businesses requires establishing suitable performance standards. The performance standards used to evaluate volumes and capacities on the roadway system are based on average daily roadway volumes and peak hour intersection data. These performance standards establish a basis from which to evaluate the need to improve or replace roadway facilities within the City in response to increased traffic or congestion. The City strives to achieve LOS D for peak-hour operations and LOS C for non-peak hour operations along roadway segments throughout the City and at residential intersections. LOS E is the performance standard for commercial intersections.

General Plan Roadway System

The goals and policies in this Element emphasize the need¹ for a circulation system capable of serving both current and future local and regional traffic. The Roadway Plan for the La Puente Planning Area is illustrated in Figure CI-2. Roadway improvements needed to achieve performance criteria and avoid roadway and intersection impacts within the Planning Area are prioritized, funded, and completed using the City's five-year Capital Improvement Plan process.

Addressing Traffic Congestion

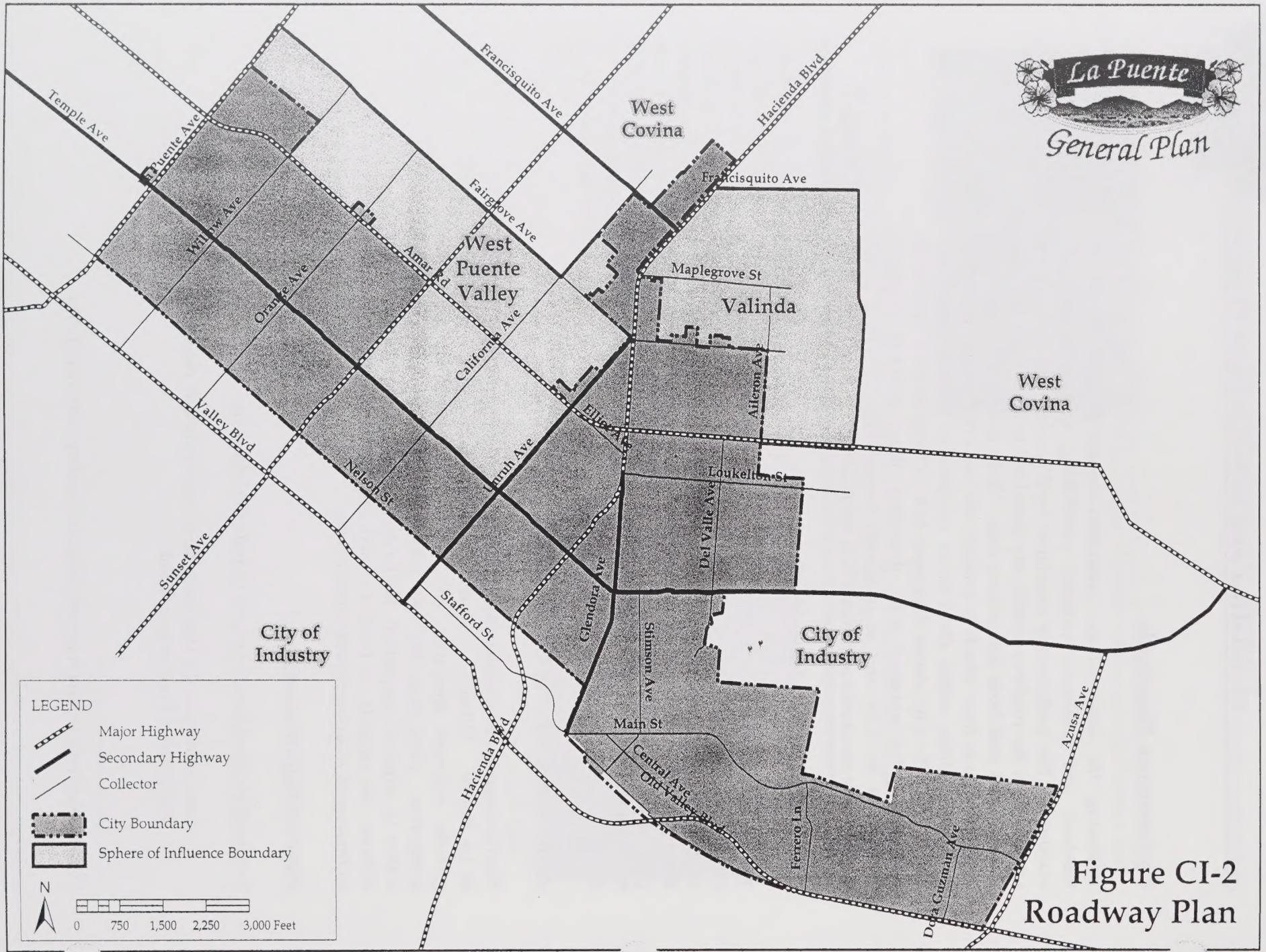
Traffic congestion continues to be a key issue affecting the quality of life in La Puente. Although La Puente will experience only very limited growth, regional influences will continue to contribute to traffic congestion. Over time, the City will pursue two primary courses of action to improve congestion: (1) focused physical improvements that enhance the capacity of roadways and intersections, and (2) creative, technological solutions to improve mobility.

Physical Improvements

Proposed physical improvements include the following:

- Lane additions on Hacienda Boulevard between Nelson Avenue and north of Francisquito Road¹.

¹ This roadway segment is either partially or wholly outside the City's jurisdiction.



LEGEND

- Major Highway
- Secondary Highway
- Collector
- City Boundary
- Sphere of Influence Boundary

0 750 1,500 2,250 3,000 Feet

N

**Figure CI-2
Roadway Plan**

- Lane additions on Amar Road west of Unruh Avenue².
- Intersection improvements at Sunset Avenue/ Amar Road².
- Intersection improvements on Hacienda Boulevard at Francisquito Avenue, Amar Road, Glendora Avenue and Valley Boulevard².
- Intersection improvements at Azusa Way/ Valley Boulevard².
- Intersection improvements on Puente Avenue at Amar Road² and Valley Boulevard².

The City's Capital Improvement Program (CIP) will continue to be the tool for identifying needed circulation improvements and for prioritizing funding.



Future intersection improvements, such as additional dedicated turn lanes, will be required to increase the capacity of La Puente's roadway system.

Transportation System Management

Nearly every jurisdiction in southern California is faced with traffic congestion problems that can no longer be resolved by capacity enhancements such as lane restriping or roadway widening due to a variety of factors including lack of available roadway right-of-way, physical and cost constraints, and environmental problems. An alternate strategy is implementation of Intelligent Transportation Systems (ITS) technologies, which allow the City to control traffic signals by using advanced computer and communication technologies. Proposed locations for ITS improvements include Azusa Avenue south of Main Street and Valley Boulevard west of Puente Avenue¹.

Both of these locations are located just beyond the Planning Area boundary, but each has a direct effect on the overall transportation system in La Puente. The City will work with the City of Industry and County of Los Angeles to implement ITS systems at these locations to improve corridor traffic flow.

² These intersections and roadway segments may be either partially or wholly outside the City's jurisdiction.

Regional Circulation

A network of freeways, railroads, and major highways connects La Puente to the larger San Gabriel Valley. Interstate 10 and State Route 60 provide access to Los Angeles and the Inland Empire, and Interstate 605 provides access to the Long Beach/South Bay area. Running parallel to Valley Boulevard, the Union Pacific Railroad and Metrolink provide freight and commuter train service to the San Gabriel Valley and the larger Los Angeles metropolitan area.



The Union Pacific Railroad runs adjacent to La Puente's southern boundary.

La Puente depends on an efficient network of major highways to facilitate business activities along Hacienda Boulevard, allow residents to commute to and from work, and handle normal day-to-day traffic. To achieve this objective, the City will evaluate performance of regional roadways against the performance standards established within this Element, and complete intersection and roadway improvements as needed and feasible to maintain the integrity of the roadway system.

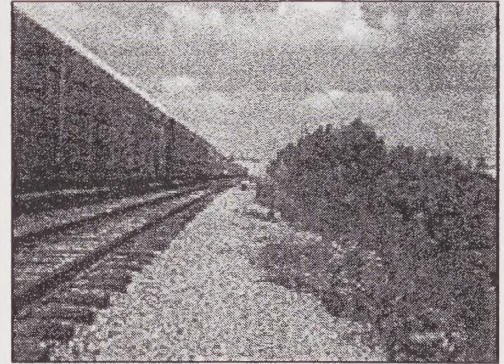
Truck Routes

Positioned between major freeways, the City experiences a high volume of truck traffic originating from industrial areas in neighboring communities. Trucks generate noise, pollution, and significant wear and tear on the City's pavement infrastructure. The majority of truck trips in the City originate elsewhere in the San Gabriel Valley, most often in the neighboring cities of Industry, Baldwin Park and West Covina. The California Vehicle Code regulates the use of local streets and roads by trucks and other heavy vehicles.

The City has designated a number of streets as truck routes to ensure the orderly movement of commercial vehicles through the community, minimize noise and pollution from truck traffic, and reduce wear on roadways. These truck routes connect with routes in adjacent cities to form an integrated surface street network for truck movement. Designated truck routes are Puente Avenue, Sunset Avenue, Hacienda Boulevard, Azusa Way, Azusa Avenue, Francisquito Avenue (west of Hacienda Boulevard), Amar Road, and Valley Boulevard (Figure CI-3).

Rail Transportation

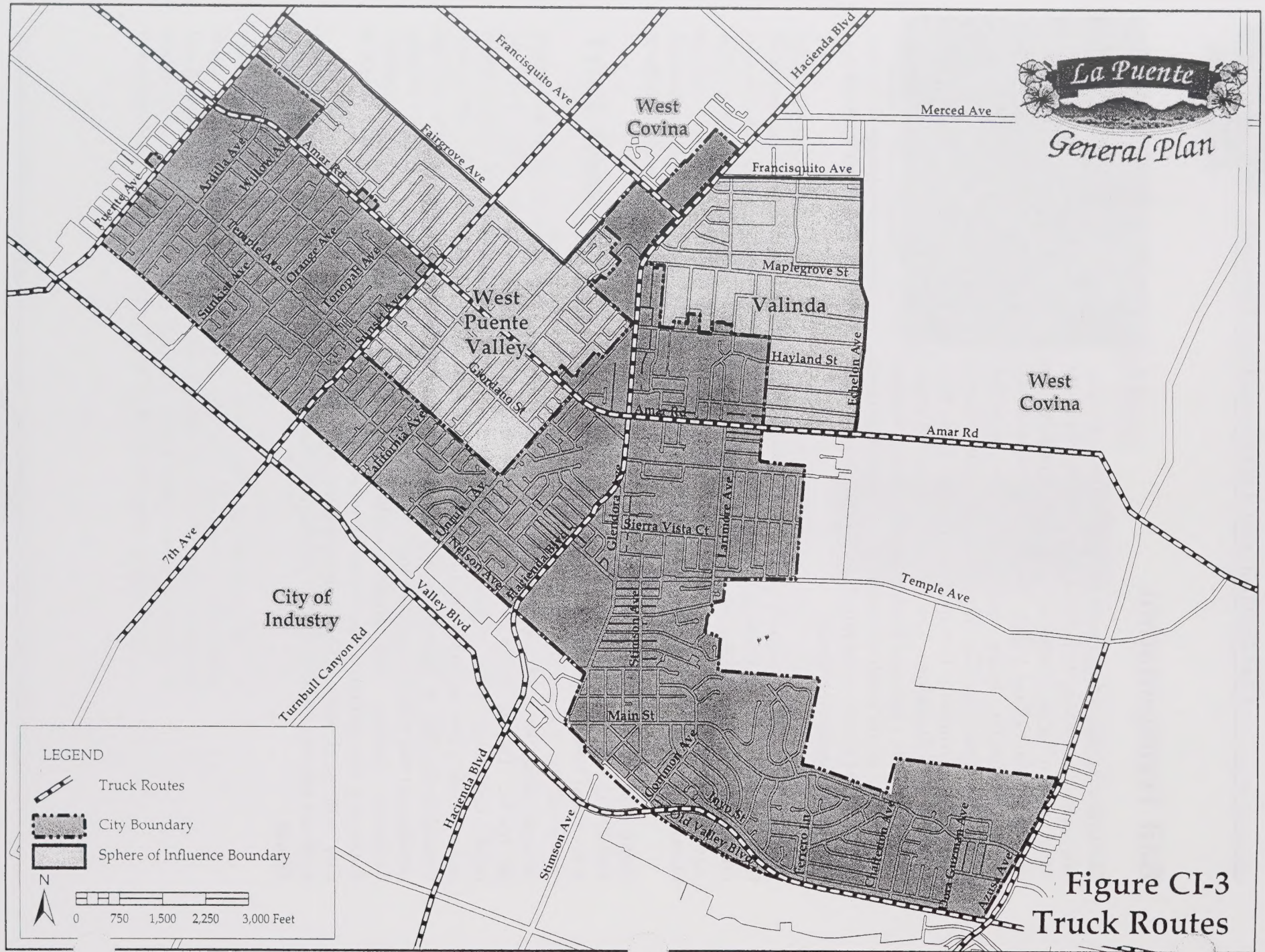
The Union Pacific Railroad runs along the south side of the City, parallel to Valley Boulevard on the north side of the street. Union Pacific provides freight service to industrial uses in the San Gabriel Valley. This railroad corridor also carries commuter trains, specifically the Metrolink Riverside County line. The Metrolink stop at the Industry Station, approximately five miles east of the City, links commuters to Downtown Los Angeles. Puente Avenue, Sunset Avenue, Hacienda Boulevard, and Azusa Avenue are the only north/south roadways in La Puente that cross these railroad tracks. Presently, Hacienda Boulevard is the only grade-separated crossing.

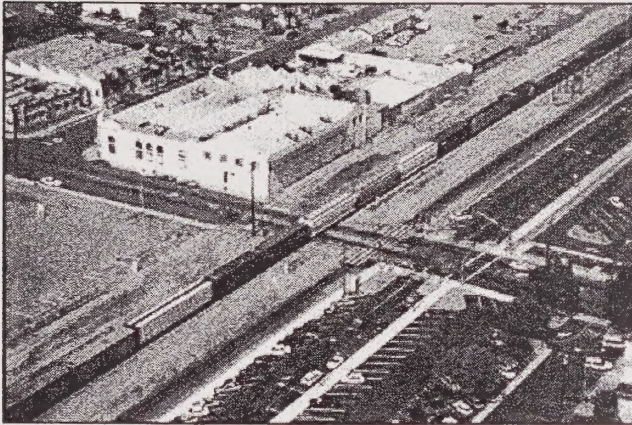


A cargo train passes through La Puente parallel to Valley Boulevard.

Nearby railroad lines include a Union Pacific Railroad line running between Baldwin Park Boulevard and Vineland Avenue approximately one-half mile west of La Puente. The Metrolink San Bernardino County travels along this line. The nearest stop is located at the Baldwin Park Station, approximately three miles northeast of La Puente.

Major regional rail transportation projects such as the Alameda Corridor East (ACE) will impact traffic in La Puente. The ACE links Long Beach and central Los Angeles to the Inland Empire by rail. By 2020, the ACE may result in a 160 percent increase in rail traffic and 40 percent increase in road traffic. Sixteen grade separations in nearby jurisdictions will cross the tracks. The ACE may cause increased traffic on Valley Boulevard (which links many of the proposed crossings) and on north-south streets in La Puente where no grade separation is planned. Four ACE crossings located in the City of Industry will affect traffic in La Puente: at-grade crossings at the Valley Boulevard intersections with Orange Avenue and California Avenue, and grade-separated crossings at the Valley Boulevard intersections with Puente Avenue and Sunset Avenue. The City will work with adjacent jurisdictions and ACE to ensure that spillover effects of this project do not degrade roadway conditions in La Puente.





The Alameda Corridor East (ACE) project will replace some at-grade rail crossings with grade-separated crossings.

GOAL 1

A safe and efficient regional circulation system that benefits residents and businesses, and integrates with the larger San Gabriel Valley transportation network.

- Policy 1.1* To the extent feasible, maintain traffic flows at nonresidential, signalized intersections at Level of Service D, and maintain Level of Service E during peak rush hours.
- Policy 1.2* Facilitate truck traffic through La Puente while minimizing adverse impacts by regulating off-street truck parking, intrusions into neighborhoods, and noise levels.
- Policy 1.3* Work closely with regional government and State and federal agencies to ensure that spillover effects of the Alameda Corridor East project do not adversely impact La Puente.
- Policy 1.4* Cooperate with surrounding cities, regional transportation agencies, and other responsible agencies to provide efficient traffic management along the major highways traversing La Puente.
- Policy 1.5* Establish streetscape enhancement programs for major highways, when funding is available, to improve the appearance of streets.
-

Local Circulation

La Puente's local street network operates on a traditional grid pattern: roads east of Hacienda Boulevard form a north-south grid, while roads west of Hacienda form a northeast/southwest grid. Puente Avenue, Sunset Avenue, Hacienda Boulevard, and Azusa Avenue are the major north-south routes. Amar Road, Temple Avenue, and Valley Boulevard provide the main east-west routes.

As discussed in the *Roadway Plan* section of this Element, the local roadway system is comprised of Major Highways, Secondary Highways, Collectors, and local streets. Each roadway group serves a different purpose by carrying local or regional traffic, and thus speed limits and parking requirements vary accordingly. Major Highways carry the majority of traffic that passes through La Puente. Secondary Highways carry traffic between local streets, Collectors, and Major Highways, and provide access to all types of land uses within the community. Collectors provide access to local streets, which in turn carry traffic through residential neighborhoods.

Local roadways must provide safe, convenient access to and from neighborhoods, businesses, shopping, schools, and recreation areas. Planning safe and efficient roadways includes consideration of the intensity of use and condition of roadways. Streets must be periodically repaired and rehabilitated to maintain performance. Aware of the substantial capital investment in public roads, the City maintains a comprehensive street maintenance and rehabilitation program.

Neighborhood Traffic Safety

Several of La Puente's residential neighborhoods adjoin commercial and industrial business districts. Residents continually express concern about commercial traffic driving through the neighborhoods. In addition, the City's central location, surrounded by freeways and employment centers, create conditions whereby the City's local streets are used by drivers trying to avoid regional traffic and avoid congestion on Valley Boulevard, Hacienda Boulevard, and Glendora Avenue. Neighborhood concerns include excessive vehicle speed, high traffic volumes during peak evening hours, and associated dangers to pedestrians.

One approach to addressing this issue is a neighborhood protection plan. Such a plan aims to reduce the impacts of traffic on local residential

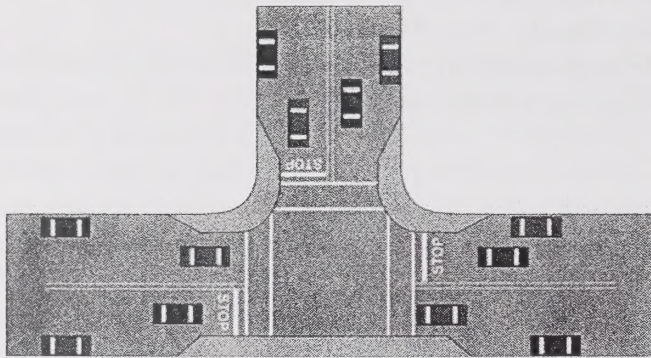
streets by either slowing the speed of traffic or making it harder for pass-through vehicles to reach residential streets. To accomplish this, the City will establish a Neighborhood Traffic Control Program, with the overall objective of improving the livability of neighborhoods. Specific impacts to be addressed by the program include cut-through traffic volumes, high speeds, truck traffic intrusion, demonstrated accident history, and school-related traffic congestion.

The Neighborhood Traffic Control Program process will ensure that every neighborhood with demonstrated problems and overall community support has equal access to traffic control measures. The program will require citizen involvement and may vary from year to year based upon funding available for neighborhood traffic control. The process includes the following nine steps:

- Step 1 – Identify Candidate Streets/Neighborhoods
- Step 2 – Preliminary Screening and Evaluation
- Step 3 – Survey/Petition Affected Persons
- Step 4 – Engineering Analysis
- Step 5 – Neighborhood Meetings
- Step 6 – Prioritization and Funding Assessment
- Step 7 – Develop Demonstration Project
- Step 8 – Determination of Permanent Project
- Step 9 – Monitoring

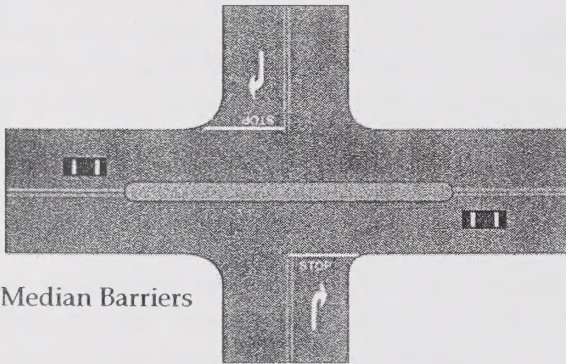
The types of neighborhood traffic control devices that can be used to regulate, warn, and guide traffic in residential areas include:

- Diverters
- Semi-diverters or partial street closures
- Chokers
- Turn restrictions
- Turn channelization
- Stop signs
- Traffic Circles
- Speed humps
- Special pavement
- On-street parking
- Striping
- Bikeway striping
- Warning or advisory signs



Curb Extensions

Examples of neighborhood traffic control devices.



Median Barriers

Source: Katz Okitsu and Associates

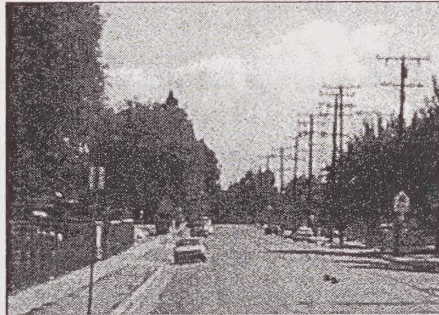
Certain types of traffic control devices, such as stop signs, require satisfaction of specific criteria to justify installation. The City will study conditions within a neighborhood to determine if installation of traffic control devices is warranted.

Implementation of a successful neighborhood protection plan requires consultation with neighborhood residents because the associated physical modifications often result in modified neighborhood travel patterns. To discourage cut-through traffic, neighborhood streets must be made less attractive as alternate routes. This typically means making the street more difficult to access and slower to drive on – changes which residents will also experience. As appropriate, measures may be implemented on a temporary basis to test their effectiveness and gauge community reaction.

School Traffic Impacts

Most schools in La Puente were designed with the assumption that most students would walk. Trends indicate that many parents will continue to prefer dropping off and picking up children from school in automobiles. This traffic results in unique traffic congestion problems on local streets that were not designed to safely handle large peak-hour loading queues.

The City will work with local school districts to implement a Safe Routes to School program to ensure that safe and accessible pedestrian routes are created to local schools from surrounding neighborhoods. Additionally, the City will work with the school districts to coordinate busing programs and expand ride-sharing opportunities to relieve congestion and improve safety conditions during school drop-off and pick-up times. The City will ensure that all busing options be fully considered before substantial roadway improvements are made in the vicinity of schools to ease congestion.



Many local streets in La Puente provide access to schools and other community facilities.

GOAL 2

A safe and efficient local street system that is attractive and meets the needs of the community.

- Policy 2.1* To the extent feasible, maintain traffic flows at residential signalized intersections at Level of Service C, and maintain Level of Service D during peak rush hours.
- Policy 2.2* Apply creative traffic management approaches to address congestion in areas with unique problems, particularly in the vicinity of schools, businesses with drive-through access, and locations where businesses interface with residential areas.
- Policy 2.3* Use the City's Capital Improvement Program to ensure that roads are adequately maintained and rehabilitated as needed.
- Policy 2.4* Protect residential neighborhoods from cut-through traffic by improving intersections on major highways, prohibiting cut-through traffic, and improving signage.
- Policy 2.5* Use traffic-calming measures and devices (e.g., sidewalks, speed humps, and signals) that create safe routes through neighborhoods for pedestrians.
-

Alternatives to the Automobile

Promoting the use of alternative modes of circulation such as transit, bicycling, and walking produces a number of benefits, including reduced traffic, reduced need for expensive roadway improvements, reduced energy consumption, and improved air quality. Several options are available in La Puente, including public transit and facilities for pedestrians and cyclists.

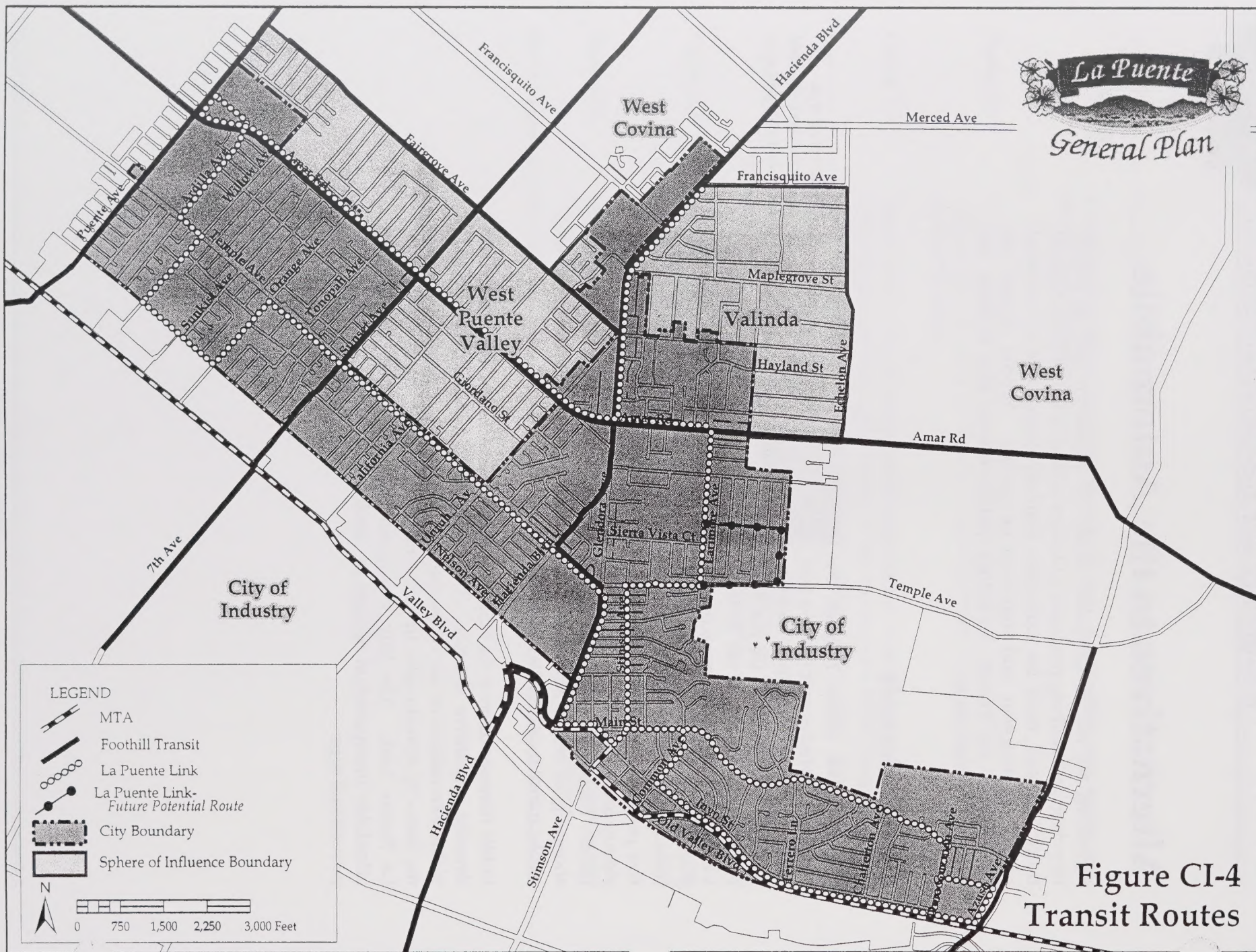
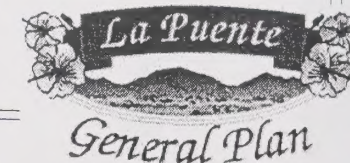
Public Transit

Use of public transit reduces the number of vehicles on freeways and major highways and offers mobility to those who cannot or do not wish to drive. According to the 2000 US Census, in La Puente, approximately five percent of residents use public transit, and approximately twenty-five percent carpool to work. Many elderly and disabled persons rely on public transit to visit doctors, go shopping, or attend activities at community facilities. Students rely on public transit to attend local schools and colleges.



Public transit is an important mode of travel for many La Puente residents.

Public transportation in La Puente consists of fixed-route bus service and demand responsive shuttles. These modes of transportation provide viable alternatives to use of the private automobile. Figure CI-4 shows the inter-city transit routes in La Puente and the local routes operated by La Puente Link. The City is committed to providing reliable and affordable transportation options to residents for work, shopping, and recreational trips.



Los Angeles County Metropolitan Transportation Authority (MTA)

La Puente is within the jurisdiction of the MTA, which provides countywide public transportation. The MTA 484 Express Route (Los Angeles/La Puente/Pomona via Valley Boulevard) runs along Valley Boulevard, providing service on both weekdays and weekends. MTA also administers a paratransit service to assist people with mobility limitations. This service is offered to individuals whose disabilities prevent them from using regular buses or rail service. It is comparable to fixed-route service and offers 24-hour-a-day curb-to-curb service.

Foothill Transit

La Puente is also served by six Foothill Transit bus lines providing transportation to major employment and activity centers throughout the San Gabriel Valley. Two of the routes, Lines 486 and 488, are Express Routes running Monday through Friday. The remaining routes are Line 178 (Puente Hills Mall/West Covina/El Monte), Line 185 (Azusa, West Covina/Hacienda Heights), Line 274 (West Covina/Covina/Whittier), and Line 281 (Puente Hills Mall/Glendora).



Foothill Transit operates six bus routes in La Puente.

MetroLink

The Southern California Regional Rail Authority provides MetroLink rail service from Riverside to Los Angeles, with easy access for La Puente residents provided at the Industry, Baldwin Park, and El Monte stations.

La Puente Link

As a further expression of the desire to develop a balanced circulation system, the City operates an increasingly popular local public transportation system which provides intra-city transit within La Puente. La Puente Link offers bus service through the entire City seven days a week. Headways are approximately one hour, and fares are kept low, especially for seniors. The Green Line travels in a clockwise pattern, and the Yellow Line travels in a counterclockwise direction within the City. La Puente Link ties into regional transit services offered by Foothill Transit, MTA, and MetroLink.

La Puente Dial-A-Ride

The City also sponsors the La Puente Dial-A-Ride, an advance reservation transit service available to La Puente residents 55 years old and older or who are disabled. The Dial-A-Ride service provides rides to any destination within the City limits and to medical appointments up to five miles outside of the City limits.

To encourage the use of public transit and to assist in reducing vehicle emissions, the City provides significant public transportation subsidies. The subsidy program, allows City residents to purchase Foothill Transit, MTA bus and Metrolink Rail passes at substantially reduced rates. La Puente will continue to work with MTA, Foothill Transit, and Metrolink to provide regional transit opportunities for City residents.

Bicycle Routes

In Southern California, where temperatures are generally moderate and weather conditions favorable, cycling offers a real option for residents to commute to work or school, if safe routes are available.



The City seeks to ensure that bicycles can continue to be safely operated on the roadway system.

To improve non-automotive modes of transportation, the City of La Puente has adopted a Master Plan of Bikeways. Due to the degree to which La Puente has been developed, the City's Master Plan of Bikeways is comprised entirely of Class III bicycle routes, where bicycles share the road with vehicles. Routes are signed, but no striped lane is generally provided.

La Puente's bicycle routes extend along portions of Sunset Avenue, Temple Avenue, Amar Road, and portions of Stimson Avenue, Main Street and Glendora Avenue near Downtown (See Figure CI-5). These routes coordinate with the East San Gabriel Valley Bikeway Master Plan and support both intra- and inter-city bicycle travel. The City encourages longer bicycling trips by supporting public transit efforts to provide bike parking facilities and allow bicycles on buses.

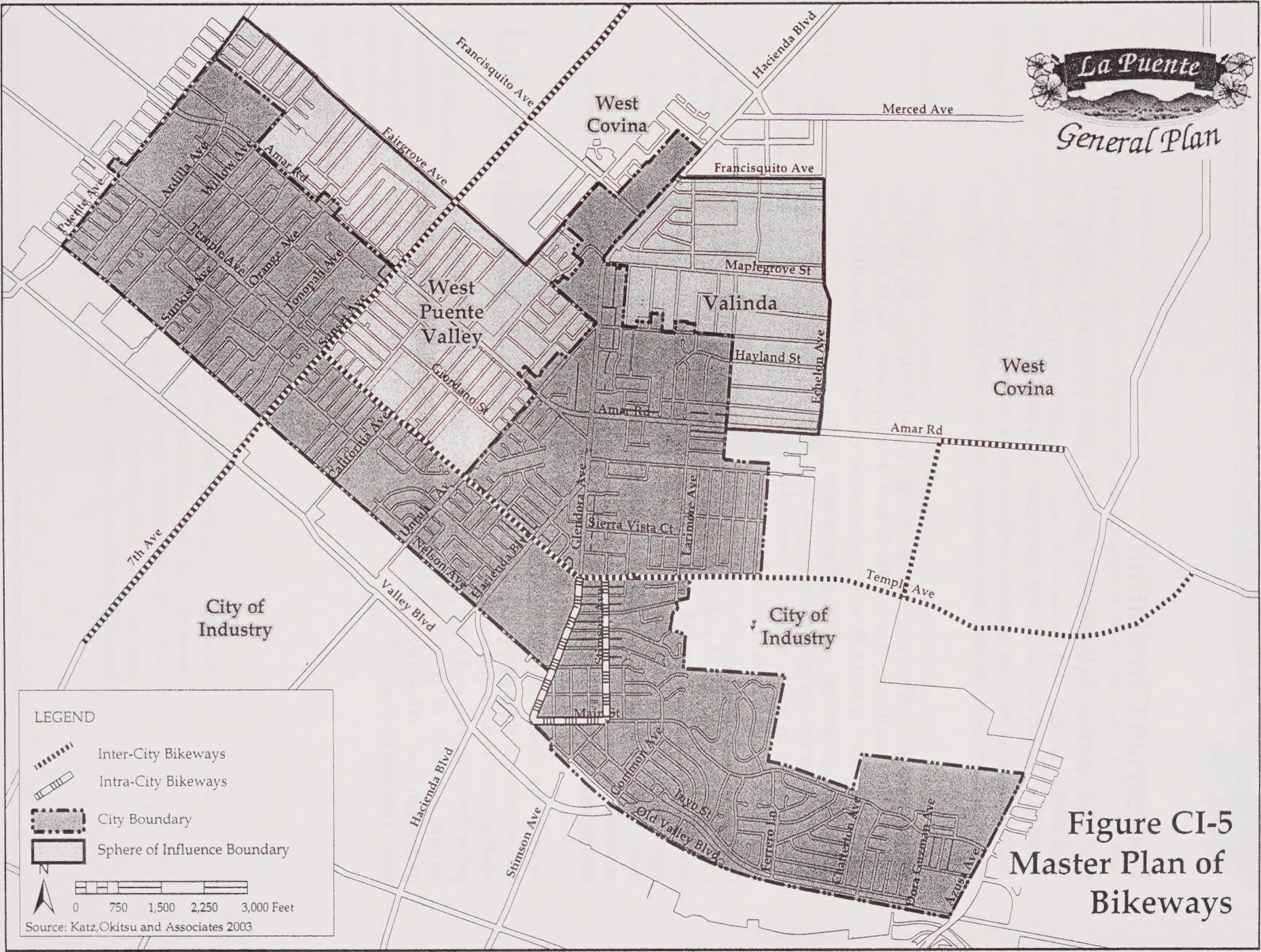


Figure CI-5
Master Plan of
Bikeways

Pedestrian Circulation

For some, walking represents the primary mode of getting around. Walkability, access, and connections are necessary components of a circulation system that easily and specifically accommodates pedestrians. A circulation system that supports pedestrians includes wide sidewalks, safe street crossings, features that encourage cautious driving, and a safe environment.

To enhance pedestrian movement within the community, the City requires the installation of sidewalks in new developments. Eight feet of width along both sides of all new roadways are reserved for sidewalks or landscaped parkways. City development standards require that sidewalks not be less than four feet in width unless the available portion of the highway or street is less. Some older neighborhoods lack sidewalks, and the City is committed to identifying locations where sidewalks are needed and installing them, as funding is available. As part of a multi-year program, ADA-compliant sidewalk access ramps are being installed throughout the City.

In order for sidewalks to be used frequently and effectively, they need to be kept free of obstructions. When equipment such as utility poles, fire hydrants, and traffic controls or street lighting must be placed on the sidewalk, it should be placed to minimize interference with pedestrian flow. When street furniture becomes an obstacle to pedestrian flow, it should be removed.



Sidewalks not less than four feet in width are required as part of new development projects along City streets.

GOAL
3

Diverse alternative modes of transportation that are safe, efficient for commuters, responsive, and available to persons of all income levels and disabilities.

- Policy 3.1* Work with Foothill Transit and MTA to increase the use of public transit, establish or modify routes, and improve connectivity to regional services.
- Policy 3.2* Maintain, to the extent fiscally feasible, and regularly evaluate the efficiency and effectiveness of the La Puente Link and Dial-a-Ride services for City residents.
- Policy 3.3* Maintain and expand sidewalk installation and repair programs, particularly in areas where sidewalks link residential neighborhoods to local schools, parks, and shopping areas.
- Policy 3.4* Improve mobility for residents by improving streets, supporting special transit services, and subsidizing transit fares.
- Policy 3.5* Maintain a citywide bicycle route and maintenance plan that promotes efficient and safe bikeways integrated with regional bicycle systems.
-

Infrastructure and Public Facilities

As infrastructure ages, isolated failures can lead to overall system deficiencies. Planning for ongoing maintenance and upgrades to all infrastructure is important for protecting the City's financial investments and maintaining the quality of life for La Puente residents and businesses. For new development, infrastructure must be able to support new needs and demands.

Service Providers

As a contract city, La Puente relies upon other government agencies, private utility companies, and contractors to maintain and upgrade many of the community's major infrastructure systems. Service providers in La Puente are listed in Table CI-3. The Community Resources Element discusses water supply and quality. The Community Safety Element discusses flood hazards and flood control.

Under a contract with the City, the Los Angeles County Department of Public Works maintains City streets, traffic signals, street signs, traffic markings, street, sidewalk, curb and gutter repair, and storm drain cleaning. The Los Angeles County Sanitation Districts 15 and 21 construct, operate, and maintain facilities to collect, treat, recycle, and dispose of sewage and industrial wastes and manage the nearby Puente Hills Landfill. A private contractor provides solid waste collection services.

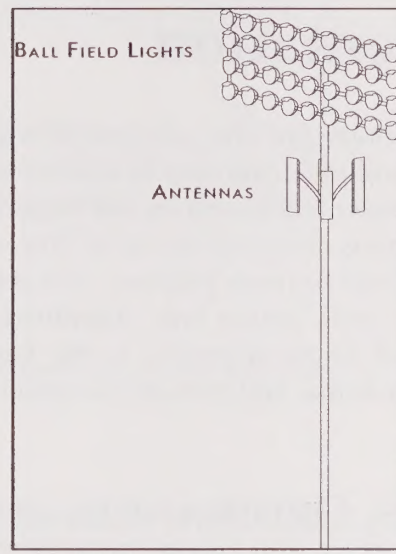
Table CI-3
Service Providers

Infrastructure	Responsible Service Provider
Water Supply	Suburban Water Systems La Puente Valley Water Company San Gabriel Valley Water Company
Sewer Lines	Los Angeles County Sanitation District 15 and 21
Flood Control	Los Angeles County Department of Public Works
Local Storm Drains	Los Angeles County Department of Public Works
Electric Power	Southern California Edison
Natural Gas	Southern California Gas
Waste Management	Private Provider
Telecommunications	Various

The City recently conducted a comprehensive sewer and water infrastructure study to identify deficiencies in the present systems and provide for a long-range capital improvement program to maintain the system. The City's Sewer Master Plan identified needed improvements to increase the capacity of the City's wastewater system to accommodate future growth, as well as to improve efficiency of the existing system. These improvements include the repair of deficient sewer lines and the establishment of a preventative maintenance program. Because most of the City is built out, the Master Plan does not project significant increases in wastewater flows. The City, in close cooperation with service providers, will continue to monitor the condition of the community infrastructure systems and establish a long-term finance plan to enable the City to maintain and rehabilitate the system.

Communications

Similar in many ways to traditional infrastructure such as roads and sewer lines, digital and communication infrastructure provides a vital framework for the community. Communication infrastructure links the community with the nation and the world. Expanding access to and the capability of technology improves livability, economic growth, and provision of services for residents. Improved communications infrastructure helps institutions provide distance learning opportunities and services and commercial products directly to residents. The City encourages the advancement of communication technologies for public and private organizations to deliver high-quality communication services to the community.



Communications infrastructure can be creatively combined with other community facilities, such as ball field lights.

GOAL 4

Provision of public facilities and infrastructure that support the needs of City residents and businesses.

- | | |
|-------------------|---|
| <i>Policy 4.1</i> | Periodically inventory and monitor the condition of sewer, drainage, streets, and support facilities. |
| <i>Policy 4.2</i> | Establish a comprehensive plan to finance the ongoing maintenance, repair, and rehabilitation of City infrastructure systems. |
| <i>Policy 4.3</i> | Work with service providers to ensure that infrastructure investments are protected. |
| <i>Policy 4.4</i> | Encourage creative integration of telecommunication facilities with adjacent facilities and land uses. |
| <i>Policy 4.5</i> | Encourage the advancement of communication technologies for public and private organizations. |

Implementation

The following actions put the adopted Circulation and Infrastructure Element policies and plans into practice for City elected officials, staff and the public. Implementation actions are organized into subsections that correspond to various areas and levels of City responsibility. Each action relates directly to one or more policies. The responsible agencies or City departments for each action are identified in the Implementation Summary attached as an appendix to the General Plan, along with a recommended timeframe and primary potential funding source.

CITY PLANS, ORDINANCES AND PROGRAMS

Action CI-1: Update Capital Improvement Program

Modify and improve the City circulation system as necessitated by regional growth and new development to ensure adequate levels of service, and monitor the operation of major streets. As roadway facilities approach or exceed the level of service standards established in the Circulation Element, roadway capacity will be improved by adding through and turn lanes and other transportation measures identified in the Circulation Element.

Utilize the Capital Improvement Program process to prioritize, finance, and complete roadway improvements identified in the Circulation Element and as necessitated by regional growth and new development.

Update the Capital Improvement Program annually to respond to changes in local priorities and available funding sources.

Related Policies: 1.1, 2.3, 2.2

Action CI-2: Consider Preparation and Adoption of a Traffic Impact Fee Ordinance

Consider the preparation and adoption of a traffic impact fee ordinance that requires developers to incorporate improvements of the circulation network to improve flow into project design as necessitated by the project or pay fair share costs.

Related Policies: 1.1, 2.1

Action CI-3: Enforce Truck Routes

Maintain and enforce truck routes as shown in Figure CI-3. Clearly mark truck routes. Prohibit on-street truck parking for loading and unloading using City ordinances.

Related Policy: 1.2

Action CI-4: Control Neighborhood Traffic

Establish a Neighborhood Traffic Control Program (Page CI-16) and prioritize criteria for completing modifications identified in the Program to mitigate neighborhood traffic intrusion from truck and commuter traffic.

Pursue grants to complete such improvements.

Related Policies: 1.2, 2.1, 2.2, 2.4, 2.5

Action CI-5: Operate and Expand La Puente Link

Regularly review routes and schedules to ensure that users' needs are met. Evaluate opportunities to expand the area and provide more frequent bus service on established and/or new routes.

Pursue grants from the Los Angeles County Metropolitan Transportation Authority, the State, federal transportation agencies, and other sources to fund operation and expansion of La Puente Link service.

Related Policy: 3.2

Action CI-6: Operate and Expand Dial-A-Ride and Paratransit Services

Continue to operate the City's Dial-A-Ride program, and if feasible, consider expansion.

Explore partnership opportunities between the public and private sectors for expanding Dial-A-Ride services and providing paratransit services.

Related Policies: 3.2, 3.4

Action CI-7: Offer Public Transit Subsidies

Continue to offer public transit subsidies to City residents to enable them to purchase MTA, Foothill Transit, and Metrolink passes at reduced rates.

Related Policy: 3.4

PHYSICAL IMPROVEMENTS

Action CI-8: Improve Intersections

Design, fund, and construct the following intersection improvements using the Capital Improvement Program process:

Puente Avenue at Amar Road*:	Second southbound left-turn lane
Puente Avenue at Valley Blvd.*:	Second southbound left-turn lane Second westbound left-turn lane
Sunset Avenue at Amar Road*:	Third westbound through lane
Hacienda Blvd. at Francisquito:	Second eastbound left -turn lane with protected left-turn phasing Second northbound left-turn lane Third northbound through lane
Hacienda Blvd. at Amar Road:	Third through lane on all four approaches Second southbound left-turn lane
Hacienda Blvd. at Glendora:	Third northbound through lane Second southbound left-turn lane
Hacienda Blvd. at Valley Blvd.*:	Second left-turn lane on all four approaches Third northbound through lane
Azusa Way at Valley Blvd.*:	Second southbound right-turn lane Third eastbound through lane

Related Policies: 1.1, 1.4

*Note: These intersections are either partially or wholly outside the City's jurisdiction.

Action CI-9: Improve Roadways

Design, fund, and construct the following roadway improvements using the Capital Improvement Program process:

- Improve all segments of Hacienda Boulevard from a four-lane to six-lane roadway by adding two peak-hour travel lanes*.
- Improve Amar Road west of Unruh Avenue* from a four-lane to a six-lane roadway by adding two peak-hour travel lanes.

Related Policies: 1.1, 1.4

*Note: These intersections are either partially or wholly outside the City's jurisdiction.

Action CI-10: Use Intelligent Transportation Systems

Use Intelligent Transportation Systems (ITS) to improve the efficient movement of through traffic on La Puente streets as part of the Capital Improvement Program. Intelligent Transportation Systems are defined as advanced communications, navigation, information-gathering, and operations-monitoring technology used to enhance transportation mobility, efficiency, and safety. ITS can include traffic signal synchronization, as well as sensors that can change traffic signal lights depending on congestion levels or the presence of vehicles. Prioritize the implementation of ITS on the following roadway segments:

- Azusa Avenue south of Main Street*
- Valley Boulevard west of Puente Avenue*

Related Policies: 1.2, 2.1, 2.2

*Note: These intersections are either partially or wholly outside the City's jurisdiction.

Action CI-11: Design, Fund, and Build Bikeway Projects

Implement the Master Plan of Bikeways as illustrated in Figure CI-5 of the General Plan. Design, fund, and build bicycle projects using the Capital Improvement Program process and development fees.

Prioritize bicycle improvements that help to enhance or complete connections to bus stops.

Coordinate with the County and MTA to improve City bicycle route connections to the Los Angeles County bicycle route system. Encourage links to transit stations.

Related Policies: 3.3, 3.5

Action CI-12: Design, Fund, and Build Pedestrian Projects

Continue construction of ADA-compliant sidewalk access ramps as funding becomes available.

Identify streets without sidewalks. Prioritize improvements and construct sidewalks as funding becomes available.

Identify pedestrian projects in the Capital Improvement Program and through development fees that help to enhance or complete connections to bus stops.

Minimize curb-cuts allowed as part of new development.

Plant trees along sidewalks for shade.

Install street lamps for adequate safety lighting, where needed.

Related Policies: 3.3, 3.5

Action CI-13: Implement the Sewer Master Plan

Implement the Sewer Master Plan by carrying out the proposed sewer improvements, as funding becomes available and by establishing a long-term finance plan for sewer system improvements.

Related Policy: 4.2

DEVELOPMENT CONDITIONS AND REQUIREMENTS

Action CI-14: Require Transit-Friendly and Pedestrian-Oriented Design

Require incorporation of transit-friendly and pedestrian-oriented design features and appropriate amenities into public and private development projects to promote and support alternative transportation strategies.

Require development projects to incorporate streetscape and sidewalk improvements into project design, including installation of sidewalks where none currently exist, and construction of ADA-compliant sidewalk access ramps where applicable. Fees may also be paid in lieu of constructing sidewalk improvements.

Where applicable, require developers to provide bus loading areas or turnouts for bus lanes.

Related Policies: 2.2, 3.3, 3.4

Action CI-15: Review New Development Proposals for Adequate Parking

Review all development proposals to ensure that adequate parking is provided pursuant to zoning code requirements. Allow for shared parking only where documented evidence clearly indicates shared parking will provide adequate parking facilities for all uses.

Related Policies: 2.2, 3.3, 3.4

Action CI-16: Conduct Infrastructure Reviews

Review development proposals for consistency with water, power, and solid waste disposal requirements. Balance infrastructure fees with the cost to providing infrastructure services to new development.

Related Policy: 4.3

Action CI-17: Reduce Pollutants in Urban Runoff

To reduce pollutants in urban runoff, require new development projects and substantial rehabilitation projects to incorporate Best Management Practices pursuant to the National Pollutant System Discharge Elimination System (NPDES) Permit, Los Angeles Regional Water Quality Control Board requirements, and Los Angeles County Department of Public Works requirements to ensure that the City complies with applicable State and federal regulations.

Related Policies: 4.1, 4.3

PLANNING AND OUTREACH INITIATIVES

Action CI-18: Encourage Transportation Demand Management

Have MTA, Foothill Transit and Metrolink passes available for purchase at City Hall and/or other convenient locations to encourage residents and local businesses to provide employees with transit passes or other financial incentives to use public transportation to commute to and from work.

Related Policies: 1.1, 2.2

INTER-JURISDICTIONAL COORDINATION

Action CI-19: Support Regional Transportation Planning

Work with the San Gabriel Valley Council of Governments, Foothill Transit, MTA, Caltrans, and neighboring jurisdictions to provide efficient traffic management along regional routes and to mitigate proposed projects in other jurisdictions that may impact areas of La Puente.

Explore and implement innovative strategies for monitoring traffic volumes.

Work with the City of Industry to implement Intelligent Transportation Systems (ITS) technologies to control traffic signals by using advanced computer and communication technologies on Azusa Avenue south of Main Street and at major intersections on Valley Boulevard west of Puente Avenue.

Related Policies: 1.1, 1.4

Action CI-20: Identify Safe Routes to Schools

Coordinate with the school districts and other entities to develop "Suggested Route to School Plans" for all schools serving students living in La Puente. Such plans will identify all pedestrians and bicycle facilities and traffic control devices for residents to determine the most appropriate travel route.

Use traffic-calming measures on streets identified as pedestrian and bicycle routes.

Post routes on the City's website and request that the routes be posted on school websites.

Related Policy: 2.2

Action CI-21: Improve and Expand Regional Bus Service

Work with MTA and Foothill Transit to ensure that bus routes and stops are appropriately located throughout the City to adequately serve commercial, employment, and other high-traffic areas.

Related Policies: 1.2, 2.1, 2.2, 2.4, 2.5

Action CI-22: Manage Storm Water Runoff

Continue to work with the Los Angeles County Department of Public Works to operate and maintain storm drain facilities in the City. Continue to implement the County of Los Angeles Storm Water Quality Management Plan.

Related Policy: 4.3

Housing Element

HOUSING ELEMENT



Housing Element



The Housing Element was updated and adopted in 2001.
It has not been included in this draft.

Community Resources Element

The Community Resources Element of the General Plan is designed to provide a framework for the City of La Puente to identify, protect, and enhance its community resources. This element is intended to guide the City's actions in the areas of public resources, private resources, and community resources. The element is intended to provide a framework for the City's actions in the areas of public resources, private resources, and community resources. The element is intended to provide a framework for the City's actions in the areas of public resources, private resources, and community resources.

Scope and Content

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COMMUNITY RESOURCES ELEMENT



Community Resources Element



The Community Resources Element sets forth goals and policies that build on current recreation, social service, and resource conservation programs. La Puente's community resources include parks, recreational programs, social services, and important environmental conservation programs. Policies focus on the creation of new pocket parks, provision of joint-use playground facilities, reduction in urban runoff, and continuation of waste management and air quality programs.

Scope and Content

State General Plan law requires every jurisdiction to address preservation of open space and conservation of natural resources. As a result, communities often prepare elements that emphasize physical open spaces or natural resources. However, social resources of a community are also important assets. Given that La Puente is largely urbanized, the General Plan provides a more flexible consideration of community resources that combines the City's physical assets with the community's cultural and social offerings.

La Puente has a strong family focus and has tailored cultural, recreational, educational, and social programs to respond to families' needs. Given the City's longstanding policy of providing quality community services, this element broadly defines La Puente's resources to include the following:

- **Parks and Recreation.** The provision of City parks and recreational facilities, and building opportunities to create additional parks are high City priorities.
- **Human/Social Services.** Ensuring provision of quality education and children and youth services at facilities within the community is desired to promote quality of life.
- **Resource Conservation.** Preserving air and water quality, and ensuring responsible treatment of refuse, energy conservation, and a reliable water supply are required to comply with State and federal laws and improve the natural environment.

Parks and Recreation

Parks and recreational facilities provide opportunities for both recreation and leisure, and parks enhance the beauty and character of La Puente. Moreover, as a family-oriented community, the City desires to offer a variety of recreational, educational, and social activities to residents of all ages. Providing adequate parks and open spaces is one of the primary challenges the City faces in improving the quality of life for residents.

The City has a single large park that provides facilities for active and passive recreation. La Puente Regional Park contains lighted baseball fields, picnic areas, lighted tennis courts, lighted basketball courts, handball courts, and a multi-use turf area for soccer and other field sports. The City sponsors recreational, educational, and cultural programs geared toward all ages, including youth and adult sports leagues, recreation classes, and special events.

The City has a significant shortage of park space to serve its population. While many cities in the San Gabriel Valley look to and succeed in providing 2 to 5 acres of park land per 1,000 residents, La Puente Park, results in only 0.57 acres of park space for every 1,000 residents. While Allen J.



La Puente Park is the City's primary recreation space.

Martin County Park, located within the City's sphere of influence, does offer additional park space, as a County park it serves a population beyond La Puente. Providing additional park and recreation sites presents a significant challenge. No large sites in the community are available or suitable for an additional community park. Moreover, La Puente's built-out neighborhoods have limited vacant land available for parks. The City continues to seek opportunities to create additional parks to provide recreational options, beautify La Puente, and enhance property values with pocket parks and joint use schools/parks presenting the only options.

Pocket Parks

Despite limited land resources for new parks, the City will work with landowners to create new parks within residential neighborhoods. Due to La Puente's original subdivision pattern, many older neighborhoods

contain single residences on large, deep lots. Creating smaller neighborhood or "pocket" parks is a popular and cost-effective way to increase local park resources. Pocket parks are designed primarily to meet the recreation needs of residents within the immediate area, while also beautifying the neighborhood. Creation of such parks will require either purchase of properties by the City or property donations by private landholders.

Joint Use Agreements

Public school facilities in La Puente also offer opportunities to expand active recreational options. The two high school and nine elementary/secondary schools in the City have diverse recreational facilities, including ball fields, soccer fields, and tot lots. Many of these school facilities are underutilized and gated to prevent or restrict public use during non-school hours. Working collaboratively with the school districts, La Puente will seek out opportunities to allow for recreational use of school facilities by residents. In this manner, schools become more than just places where children are educated, but also focal points which bring the community together for family activities.

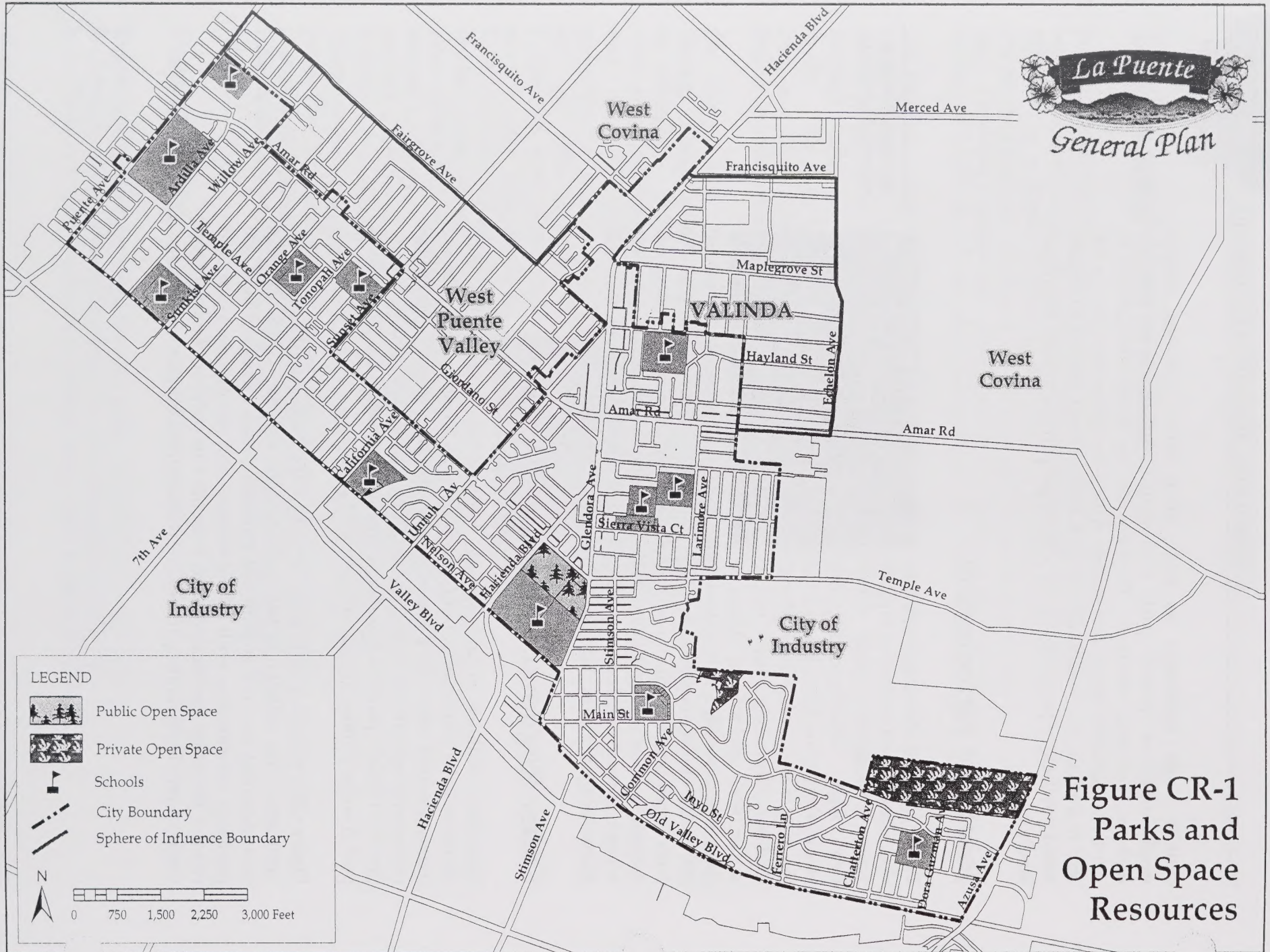


Community festival at
La Puente High School.

Other Regional Recreation Facilities

Recreation facilities in surrounding communities, such as the Babe Zaharias Golf Course, and County regional parks located within adjacent unincorporated areas and the City of Industry, provide additional recreational opportunities for City residents. Private open spaces are also provided within planned unit development areas within the City, and as part of larger multiple-family development projects.

Figure CR-1 identifies La Puente Park, the Babe Zaharias golf course, an open space area within a private development, and the school sites that have potential to serve as joint-use recreation sites. Creative land use planning, collaboration with school districts and the private sector, and creative financing mechanisms will help the City achieve the long-term vision of providing ample park and recreation opportunities to residents.



GOAL 1

A flexible system of parks and recreational programs that addresses the needs of La Puente residents.

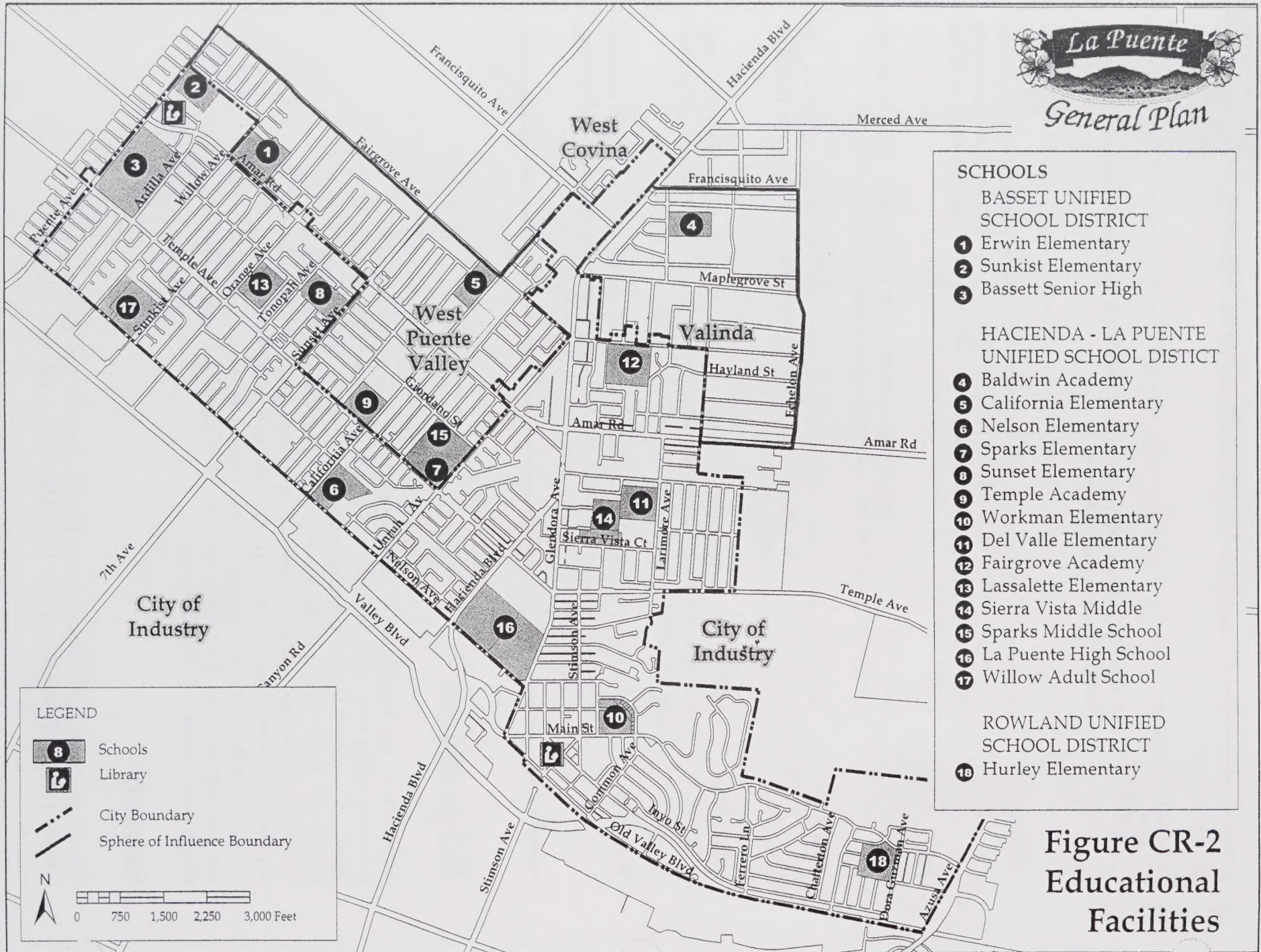
- Policy 1.1** Maintain La Puente Park as an important community resource by providing regular investments in landscaping, equipment, recreational and community facilities, and playground equipment. Intensify the recreational uses at the park to allow for a more efficient use of the facilities.
- Policy 1.2** Seek and develop joint-use agreements with local school districts to use playgrounds and ball fields as public parks during non-school hours.
- Policy 1.3** Identify vacant and underutilized sites for purchase, donation, or consolidation with adjacent vacant or underutilized sites for the potential development of neighborhood parks.
- Policy 1.4** Seek creative financing mechanisms to fund the development and maintenance of parks, such as State grant funds, park in-lieu fees, and public-private partnerships.
- Policy 1.5** Ensure and expand opportunities for equal access to recreational facilities and programs by making accessibility improvements and subsidizing recreational activities, as feasible, for those in need.
-

Education

Education is the foundation of a community and is at the heart of economic prosperity and security. A community that values and promotes education and learning reaps benefits for residents and businesses. Public and private schools, adult education centers, and continued educational resources are most successful when they have the support of students, families, and City officials. High-quality schools and libraries provide a positive learning environment for youth, as well as job training opportunities for adults. Figure CR-2 shows the location of educational resources within La Puente.

Schools

Three school districts – Hacienda-La Puente, Bassett, and Rowland – provide public educational services to children and youth in La Puente



**Figure CR-2
Educational
Facilities**

and adjacent communities. These districts provide fifteen elementary/middle schools and two high schools in the Planning Area, as listed in Table CR-1. Located on the outer campus of Basset High, the Nueva Vista Continuation High School provides competency based instruction, a General Education Diploma (GED) program, and guidance in the areas of academics, employment, and social responsibility. Several private schools augment these public schools.

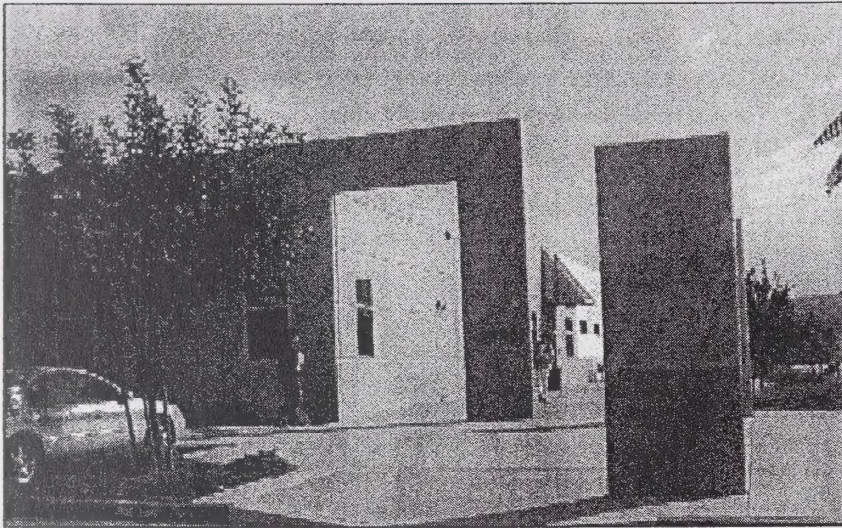
Table CR-1
Public Schools in the La Puente Area

Name	Grade	Address
Bassett Unified School District		
Erwin Elementary	K-8	943 N. Sunkist Avenue
Sunkist Elementary	K-8	935 Mayland Avenue
Bassett Senior High	9-12	755 Ardilla Avenue
Hacienda-La Puente Unified School District		
Baldwin Academy	K-5	1616 Griffiths Avenue
California Elementary	K-5	1111 California Avenue
Nelson Elementary	K-5	330 N. California Avenue
Sparks Elementary	K-5	15151 E. Temple Avenue
Sunset Elementary	K-5	800 N. Tonopah Street
Temple Academy	K-5	635 California Avenue
Workman Elementary	K-5	16000 Workman Street
Del Valle Elementary	K-6	801 N. del Valle Street
Fairgrove Academy	K-8	15540 Fairgrove Avenue
Lassalette Elementary	K-8	14333 Lassalette Street
Sierra Vista Middle	6-8	15801 Sierra Vista Court
Sparks Middle School	6-8	15100 Giordano Street
La Puente High School	9-12	15615 E. Nelson Avenue
Rowland Unified School District		
Hurley Elementary	K-6	535 S. Dora Guzman Avenue

Working with multiple school boards and differing organizational cultures and goals can be a challenge. The City will encourage and foster increased coordination and communication between the multiple school districts to enhance and maintain a high quality of educational resources for residents.

Vocational Training

Quality education and vocational training are important to job success. The Hacienda-La Puente Adult Education Center is a post-secondary accredited institution serving more than 26,000 students in the San



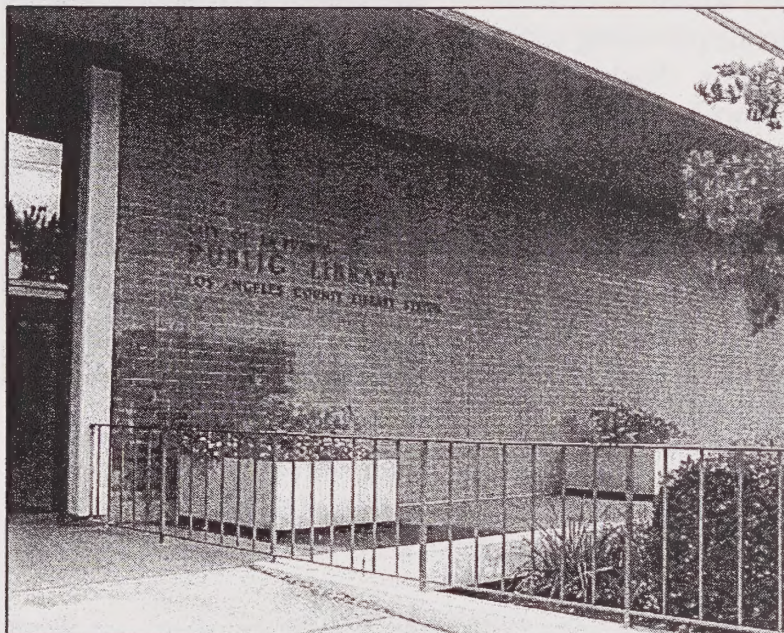
Willow Adult School provides valuable education and job training programs for La Puente residents.

Gabriel Valley. The Center is one of the few adult education programs in the State providing extensive customized training programs and services for businesses. La Puente is also home to the Willow Adult School, the main vocational school of the Hacienda-La Puente School District. The school offers job training and placement; academic coursework in technology, health, business and trades; and vocational training for people with disabilities. The school also runs the Grow Program and offers activities for individuals receiving General Relief, focusing on entering full-time unsubsidized employment. The La Puente Valley Regional Occupational Program (ROP) also offers students and adults the opportunity for vocational training.

Libraries

Library services in La Puente are provided by the Los Angeles County Public Library. La Puente Library, located in the Civic Center, holds over 70,000 volumes and features an adult section, children's area, periodical area, and meeting room. Sunkist Library, in west La Puente, also offers 70,000+ volumes and features an adult section, children's area, periodical area, and meeting room. This library also serves as an employment reference center for residents. In addition, local high schools and elementary schools provide limited collections of books and learning materials.

The City is committed to ensuring that comprehensive education is available for every student, fostering high academic achievement, positive self-worth, and responsible citizenship. As the community grows and changes, providing quality education for every student will continue to remain a high priority for the City and the school districts serving the La Puente community. As a result, the City will continue to integrate educational needs of residents in future planning decisions of the community.



Libraries in La Puente provide many lifelong learning opportunities for community residents.

GOAL 2

A continuum of educational programs that provide children, adolescents, adults, and the workforce with quality education, vocational training, and retraining.

- Policy 2.1** Promote a collaborative relationship between the City and local school districts to maximize use of school facilities and services for young people, families, and seniors.
- Policy 2.2** Encourage continued provision of library services and explore creative means to maintain service levels through public-private partnerships, State grants, and other means.
- Policy 2.3** Support educational and vocational training through the Basset Adult Education School and Willow Adult School as a means to support workforce employment.
-

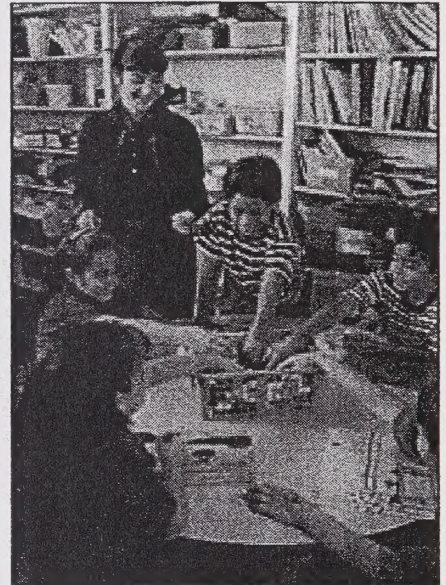
Children and Youth Services

Children and youth represent our future. As such, the availability of affordable child care and meaningful educational activities for youth are essential. These programs provide the opportunity to build self esteem, teach respect and responsibility, and give our children and youth a foundation to succeed. Moreover, after-school and summer-time programs are critical for adolescents, providing positive alternatives to gangs and criminal activity. Such programs are essential for families, where oftentimes both parents must work.

Local nonprofit and for-profit organizations offer numerous childcare options in the City. Fifty-three child care centers within the Planning Area serve up to 2,000 children, with many centers offering care for several age groups. The City supplements these services with a tiny tot program offered at affordable rates. Local elementary schools and nonprofit organizations offer after-school programs for children while their parents complete the work day. The City also sponsors after-school programs at three elementary schools and at the La Puente Community Center. The City-sponsored STARS Club offers supervised recreation activities during and after-school hours for children in first through sixth grades. Activities include softball, basketball, crafts, excursions, homework assistance, and special events.

The City is committed to providing meaningful youth services. Local school districts operate summer camps. La Puente Park provides a venue for sports leagues and other recreational opportunities. The La Puente Park Community Center Gymnasium offers recreational activities for youth, teens, and adults. The City's Youth Activities Grant Program helps pay for up to half of the registration cost of qualified youth activities. The City is also developing a new youth learning center at La Puente Park offering computer labs, classrooms, and vocational and life skills training opportunities for middle and high school students.

The quality, amount and availability of children's and youth services improve the overall health and well-being of La Puente. Thus, the City remains committed to ensuring that a variety of recreational programs and facilities are made available to meet the changing needs and interests of residents.



Afterschool programs are an important part of the community strategy to provide children and youth services.

GOAL 3

Quality services for children and youth that build self esteem, teach respect and responsibility, and provide a foundation for success.

- Policy 3.1* Continue to support provision, funding, and promotion of services and programs for children and youth.
- Policy 3.2* Encourage the provision of childcare and after-school programs for children at elementary schools, as well as private child care providers in the community.
- Policy 3.3* Provide youth and adolescents with meaningful educational programs through a City Youth Learning Center and after-school recreational programs at nonprofit community centers.
- Policy 3.4* Facilitate access to educational, recreational, and other social services by providing, as feasible, financial assistance to residents with low incomes and/or disabilities.
-

Resource Conservation

Resource conservation contributes to a higher quality of life for La Puente residents. Resource conservation issues include solid waste management, air quality, and energy conservation.

Solid Waste Management

Since the late 1970s, an increasing shortage of refuse disposal sites and diminishing landfill capacity led the State Legislature to implement the Integrated Waste Management Act (AB 939) to reduce, recycle, and reuse solid waste generated in California. Specifically, the Act requires jurisdictions to divert 50 percent of solid waste from landfill disposal through recycling or source reduction programs, as well as to oversee the disposal of household hazardous wastes. The State has continued to refine program goals and work toward preserving land resources for productive uses, not landfills.

The City has adopted a Source Reduction and Recycling Plan that details the City's commitment to waste management. Private contractors provide waste management services. La Puente offers residential and commercial recycling programs, yard waste programs, hazardous

household waste recycling, and bulky item pickups. Funded through an Integrated Waste Management Board grant, La Puente also sponsors a comprehensive used oil recycling program. La Puente remains committed to achieving a waste diversion goal of 50 percent.

Air Quality

Every day, the average person breathes 3,400 gallons of air. Yet our air is contaminated by smog resulting from automobiles, industrial processes, and daily activities. Common air pollutants include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), fine particulate matter (PM₁₀/PM_{2.5}), and lead (Pb). These pollutants are responsible for a range of respiratory and cardiovascular diseases, reduced tolerance for exercise, impairment of mental functions, reduced plant growth, and formation of acid rain.



Smog is the most visible evidence of air pollution in the Los Angeles basin.

Although air quality has localized impacts, it is a regional problem created throughout the Los Angeles metropolitan area. Every city must accept a portion of responsibility for addressing air quality problems. La Puente is located within the South Coast Air Basin, a geographic area that extends from the Pacific Ocean north to the San Gabriel Mountains and east to the San Bernardino and San Jacinto Mountains. Due to topography, climate, and daily pollutant emissions, the Basin is a “non-attainment” area for ambient air quality for ozone, carbon monoxide, and fine particulate matter. Although continued reductions in pollutant concentrations are expected, the Basin is not expected to meet air quality standards in the foreseeable future.

The South Coast Air Quality Management District (SCAQMD) works to improve regional air quality and to achieve federal and State standards for various air pollutants. According to SCAQMD, air quality has improved since the latter decades of the last century, due to lower energy consumption, improved auto emission standards, and use of alternative modes of transportation.

Due to La Puente's location adjacent to two freeways and an industrial corridor, local air quality is affected most by vehicle emissions, railway transportation, and industry uses located in adjacent communities. Although the City has no direct ability to manage programs for emissions control, La Puente can support the following regional Air Quality Management Plan measures to help reduce air pollution:

- Continued collaborative efforts with Foothill Transit and MTA to facilitate and encourage options for non-automobile travel
- Coordination with the Alameda Corridor East project to implement programs reducing pollutants from trains moving through the San Gabriel Valley
- Improving traffic flow through and within the City by making needed roadway improvements, and synchronized signaling
- Continue to provide programs that encourage the use of mass transit such as bus and rail pass subsidies and local transit such as the La Puente Link and Dial-a-Ride.

Energy Conservation

Energy conservation is another important strategy to improve air quality and preserve natural resources. Pollutants are generated by fossil fuels and natural gas used to produce electricity. Conserving energy contributes to improvements in air quality. Buildings are one of the major contributors to electricity demand. Energy requirements and pollutants associated with energy generation can be reduced through architectural designs, building construction, and landscaping. The City promotes energy conservation through the implementation of State of California Title 24 energy performance requirements in building codes. The mandatory State Title 24 measures require minimum ceiling, wall, and raised floor insulation; minimum heating, ventilating, air conditioning and water heating equipment efficiencies; and other requirements.

GOAL 4

Conservation of La Puente's natural resources, improvement of air quality, and energy conservation.

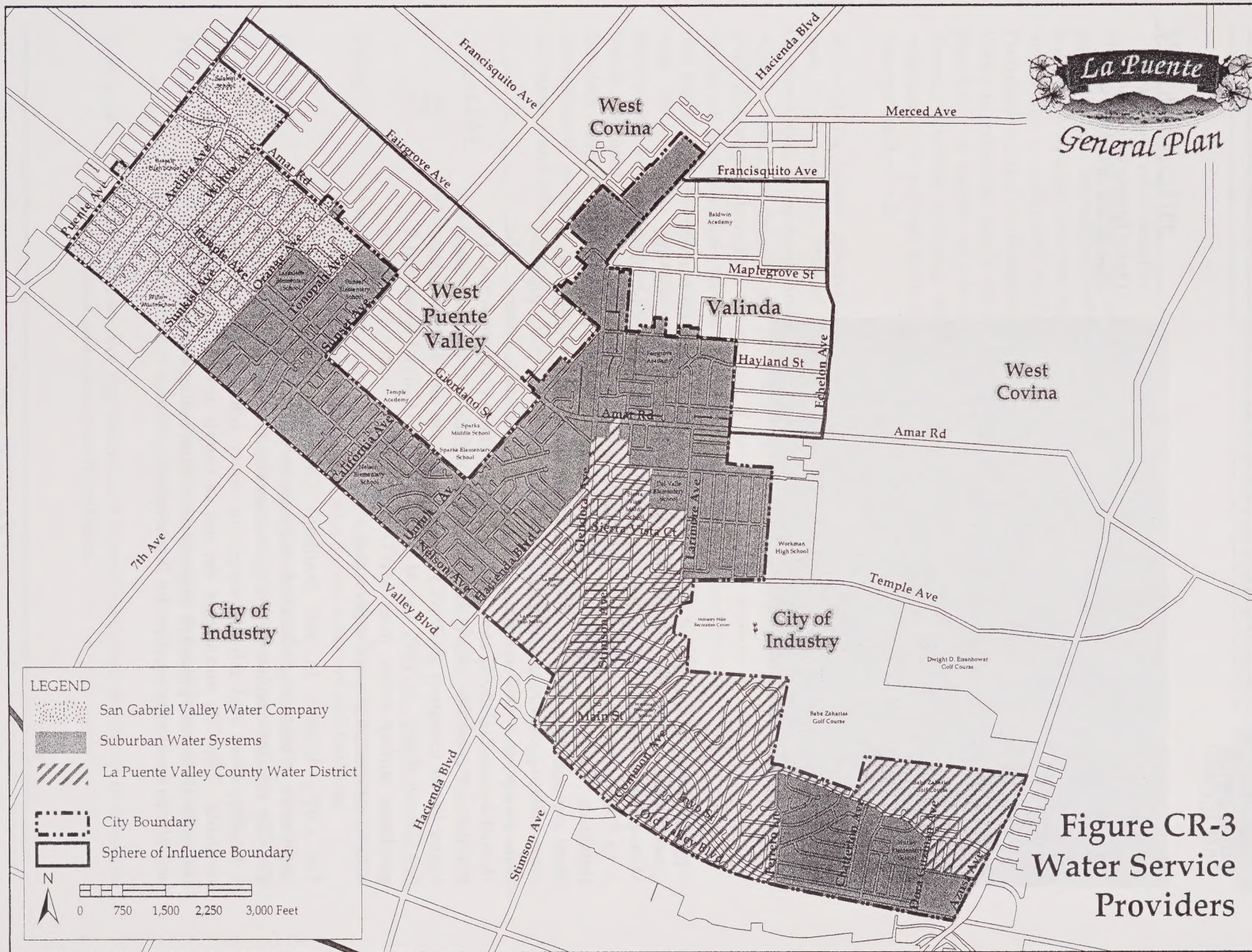
- Policy 4.1* Ensure that La Puente is provided with comprehensive and efficient solid waste collection, disposal, and recycling services that meet State diversion mandates.
- Policy 4.2* Participate with the South Coast Air Quality Management District and neighboring cities in supporting local and regional projects that improve mobility on freeways and railways, reduce emissions, and improve air quality.
- Policy 4.3* Promote and encourage energy conservation measures by the public sector, private sector, and local school districts.
- Policy 4.4* Encourage alternative modes of transportation, such as walking, bicycling, public transportation, and carpooling.
-

Water Supply and Quality

Water is one of our most precious resources, yet is often taken for granted. In many areas, groundwater levels have declined as water use continues to exceed recharge through rainfall and stream flow. In addition to domestic and commercial use and irrigation, the water system must be capable of providing adequate pressure for fire suppression purposes. Limiting activities that pollute water supplies is also of great importance.

Water Suppliers

Due to poor groundwater quality underlying La Puente, the City purchases water supplies from three agencies: Suburban Water Systems (SWS), the La Puente Valley County Water District, and the San Gabriel Valley Water Company (Figure CR-3).





La Puente Valley County Water District facilities include this reservoir located on Main Street.

Approximately 80 percent of SWS water comes from company-owned groundwater wells, the remainder from wholesalers such as the Metropolitan Water District of Southern California. SWS provides water to La Puente in sufficient quantity and quality to satisfy State and federal standards. La Puente Valley County Water District provides water from three groundwater wells in the San Gabriel Basin. The District has a three-million-gallon reservoir located on Main Street and plans pipeline, tank, pump, and well refurbishments in the immediate future. The District foresees relatively slow and modest population growth within La Puente and does not anticipate demand shortfalls. The San Gabriel Valley Water Company (SGVWC) serves La Puente and 11 cities in the San Gabriel Valley. SGVWC has 34 wells in the San Gabriel Basin and it purchases surface water from MWD and reclaims water to sell for irrigation to cemeteries and golf courses.

The City's location in arid Southern California underscores the importance of continued education and water conservation technologies. The City remains committed to water conservation strategies that ensure a healthy, clean and reliable supply of water remains available for residents. The City encourages the use of simple water conservation measures in homes, proactive inspections and reporting of water leaks, and efficient watering practices for landscaping.

Water Quality

The San Gabriel Valley once was home to numerous industries whose past activities contaminated soils and groundwater. In La Puente, the San Jose Creek area has been contaminated with volatile organic compounds that make groundwater wells unusable. The U.S. Environmental Protection Agency has designated four Superfund sites in the San Gabriel Valley to reduce the health risks created from previous chemical disposal practices. A variety of government and private agencies coordinate cleanup activities including the control of contamination sources, soil remediation to prevent further contamination, and control/cleaning of contaminated plumes.

Although the federal government is responsible for cleanup of the San Jose Creek area, La Puente is committed to reducing the further contamination of underground water. The City participates with Los Angeles County in the National Pollutant Discharge Elimination System (NPDES) program to reduce the amount of water polluted by pesticides, engine oil, and household chemicals that run into the storm drain system and pollute groundwater. As part of this effort, the City must comply with the County's Stormwater Quality Management Program and implement Best Management Practices (BMPs) in several areas including: public outreach, planning and construction, public agency activities, business inspections, and illicit connection and flow. The City requires development projects to implement the most effective BMPs for stormwater and urban runoff pollution prevention and source control.

GOAL 5

Adequate water for La Puente residents and businesses, and a clean underground aquifer.

- | | |
|-------------------|---|
| <i>Policy 5.1</i> | Work with water suppliers to ensure that adequate water resources continue to be available to meet the needs of La Puente residents and business. |
| <i>Policy 5.2</i> | Encourage residents and businesses in La Puente to reduce unnecessary consumption of water and educate residents to avoid or minimize activities that pollute urban runoff. |
| <i>Policy 5.3</i> | Work with local, regional, and State agencies to provide a cost-effective and equitable means of reducing urban runoff. |
| <i>Policy 5.4</i> | Adopt and enforce regulations and engage in educational efforts to eliminate groundwater and urban runoff pollution. |
-

Implementation

The following implementation actions put the adopted Community Resources Element policies and plans into practice for City elected officials, staff and the public. Implementation actions are organized into subsections corresponding to various areas and levels of City responsibility. Each action relates directly to one or more policies. The responsible agencies or City departments for each action are identified in the Implementation Summary attached as an appendix to the General Plan, along with a recommended time frame and likely funding source.

CITY PLANS, ORDINANCES, AND PROGRAMS

Action CR-1: Implement the Park Master Plan

Periodically assess current park conditions and maintenance and recreation needs according to the standards set forth in the Community Resources Element and the La Puente Park Master Plan. Prioritize funding to preserve La Puente's main recreational resource.

Related Policy: 1.1

Action CR-2: Adopt a Parkland Ordinance

Prepare, adopt and implement a parkland ordinance. Consistent with Quimby Act regulations, in-lieu fees may be collected to satisfy park provision requirements.

Related Policy: 1.4

Action CR-3: Amend Density Bonus Ordinance to Encourage On-Site Child Care

Amend the Density Bonus provisions within the City's Zoning Ordinance to provide development incentives that promote the development of on-site child care. In cases where a proposed density bonus housing project includes a child care facility, Section 65915(h) of the California Government Code requires the City to grant either 1) an additional

residential density bonus equal to or greater than the amount of square feet in the child care facility, or 2) an additional concession or incentive that contributes significantly to the economic feasibility of the construction of the child care facility.

Related Policy: 3.2

PHYSICAL IMPROVEMENTS

Action CR-4: Improve Access to Community Resources

Assess the need for physical improvements that will increase accessibility to the City's recreational, education and cultural resources. Upgrade public facilities to comply with the Americans with Disabilities Act (ADA), as feasible. Create a prioritized list of needed improvements. Research and seek out federal and State funding opportunities to finance ADA improvements.

Related Policy: 1.5

Action CR-5: Establish the La Puente Youth Learning Center

Establish the La Puente Youth Learning Center. Document funding, staff and equipment needs. Explore State, federal, and private opportunities for funding. Work with business owners to secure sponsorship and donation opportunities for the Center. Work with schools and libraries to identify recreation and education needs of the City's youth.

Related Policy: 3.3

Action CR-6: Operate and Expand the La Puente Senior Center

Continue to maintain and operate the La Puente Senior Center. Evaluate funding opportunities and options to expand Senior Center facilities and/or programs in the future.

Related Policy: 1.5

DEVELOPMENT CONDITIONS AND REQUIREMENTS

Action CR-7: Dedicate Land or Pay In-Lieu Park Fees

Require payment of park in-lieu fees and/or dedication of land for parks and/or dedication and provision of park and recreation equipment as conditions of new development as applicable, per the City's Parkland Ordinance.

Related Policy: 1.4

PLANNING AND OUTREACH INITIATIVES

Action CR-8: Expand Park and Recreation Activities

Continue to maintain and expand park and recreation programs. Maintain current services offered through the City's Youth Activity Grant Program. Encourage the continuation and development of no or low cost after-school, youth, and family programs. Maximize participation by increasing bilingual events and supporting transportation options to locations offering these community services.

Related Policy: 3.4

Action CR-9: Identify Potential Pocket Park Sites

Create a database of potential pocket park and passive recreation sites within the City to facilitate the creation of new park and recreational resources. Identify the types of opportunities that may be feasible on a specific site and the type of funding/investment levels needed. Identify State, federal and private funding opportunities.

Related Policy: 1.3

Action CR-10: Research Options to Fund Pocket Parks and Community Resources

Aggressively pursue private, federal and state funding for pocket park creation and for the maintenance of community resources and programs, when available. Conduct periodical searches in the California Governor's Office of Planning and Research GetGrants database that identifies grant sources within California agencies. Work with non-profit organizations such as Project for Public Space to acquire low or no-cost technical assistance, education, and research regarding park and recreation development.

Related Policies: 1.4, 2.2, 3.1, 5.5

Action CR-11: Provide Services for Children, Youth and Seniors

Maintain and expand programs and activities for children, youth and seniors that focus on recreation, education and physical fitness needs. Work with law enforcement officials and non-profit organizations to encourage the establishment of gang and drug prevention/intervention programs for youths.

Related Policies: 3.1, 3.3

Action CR-12: Reduce Solid Waste Sources and Encourage Recycling

Continue to implement the Source Reduction and Recycling Plan as well as the promotion of City waste and oil recycling programs to achieve waste diversion goals consistent with California Public Resources Code 40050 et seq. Continue working with the Integrated Waste Management Board to maintain existing grants and explore future funding opportunities.

Related Policy: 4.1

Action CR-13: Promote Energy Conservation

Continue to promote energy conservation by the public and private sector. Continue to implement Title 24 standards in building codes and work with energy providers to encourage energy conservation activities and promote energy conservation programs. Use the City website and City events to educate the public about the availability of energy conserving appliances, fixtures and, when available, seasonal reward programs from utility companies to residential energy customers who conserve energy.

Related Policy: 4.3

Action CR-14: Encourage Alternatives to the Automobile

Develop a community awareness program to encourage local use of bicycle paths, carpooling, and public transit. Include bicycle lanes, transit routes, service providers and carpooling resources on the City's website. Include suggestions for alternative forms of transportation when developing community programs or events. Make transportation information available in several languages.

Related Policy: 4.4

Action CR-15: Support Water Conservation

Conduct public education to raise public awareness about the need for water conservation. Use the City's website and City events to promote and encourage the use of water conservation activities and water-conserving home fixtures and rebate programs.

Related Policy: 5.1

INTER-JURISDICTIONAL COORDINATION

Action CR-16: Initiate Joint-Use Agreements

Coordinate with Bassett Unified, Hacienda-La Puente and Rowland Unified School Districts to enter into joint use agreements to make additional recreational facilities available to the community during non-school hours. Dedicate financial resources, as available, to research the feasibility and legal requirements of joint-use agreements. Work closely with school officials to identify service gaps for young persons, children and families. Assign a City/School District liaison to facilitate communication between the City and school officials.

Related Policies: 1.2, 2.2

Action CR-17: Support Workforce Development

Coordinate with Basset Adult Education School and Willow Adult School to encourage physical and social connections between the City, local businesses and the Adult Schools. Pursue joint promotion of adult and vocational education and workforce development classes for La Puente residents.

Related Policy: 2.3

Action CR-18: Maintain and Improve Library Services

Work with the County of Los Angeles Public Library system to identify funding resources to maintain service levels in La Puente libraries and to achieve the California State Library recommended standard of 1.5 books and 0.5 square feet per 1,000 residents.

Related Policy: 2.2

Action CR-19: Improve Regional Air Quality

Continue to participate and coordinate with the South Coast Air Quality Management District (SCAQMD) and neighboring jurisdictions to identify and encourage projects that improve mobility and reduce congestion on freeways and major roads. Implement and interpret the General Plan in a manner consistent with SCAQMD's Air Quality Management Plan.

Related Policy: 4.2

Action CR-20: Ensure Adequate Water Supply

Continue to work with Suburban Water Systems, the La Puente Valley County Water District and the San Gabriel Water Company to implement their Water Master Plans and ensure that adequate water supplies are available to meet the needs of current and future growth.

Related Policy: 5.1

Action CR-21: Reduce Pollutants in Urban Runoff

Meet the requirements of the Los Angeles National Pollutant Discharge and Elimination System (NPDES) permit. Comply with the County's Stormwater Quality Management Program and require Best Management Practices in the planning and construction of new development and redevelopment. Educate City staff and the community as a whole regarding polluted urban runoff.

Related Policies: 5.2, 5.3, 5.4

Action CR-22: Support Superfund Site Cleanup

Continue to coordinate with the Environmental Protection Agency and neighboring jurisdictions for the ongoing clean-up of San Gabriel Valley Area 4 Superfund Site.

Related Policy: 5.3, 5.4

Action CR-23: Provide Information about Leaking Underground Storage Tanks (LUST)

Coordinate with the Environmental Protection Agency to provide information on the City's website or links to other websites about hazardous waste and Leaking Underground Storage Tank (LUST) sites in La Puente and provide answers to Frequently Asked Questions.

Related Policy: 5.4

Community Safety Element

The Community Safety Element is a key component of the General Plan, which provides a framework for the city's long-term safety and security. It addresses the city's vulnerability to natural and human-made hazards, and provides a framework for the city's emergency preparedness and response efforts. The element also addresses the city's vulnerability to terrorism and other threats to public safety. The element provides a framework for the city's emergency preparedness and response efforts, and provides a framework for the city's vulnerability to terrorism and other threats to public safety.

Scope and Content

The Community Safety Element provides a framework for the city's long-term safety and security. It addresses the city's vulnerability to natural and human-made hazards, and provides a framework for the city's emergency preparedness and response efforts. The element also addresses the city's vulnerability to terrorism and other threats to public safety. The element provides a framework for the city's emergency preparedness and response efforts, and provides a framework for the city's vulnerability to terrorism and other threats to public safety.

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COMMUNITY SAFETY ELEMENT



Community Safety Element



La Puente's urban environment contains a variety of hazards, both natural and related to human activity that can potentially endanger community safety. Residents and businesses look to City and County agencies to protect the community from threats to public safety. People recognize that a low crime rate, fire prevention, and reliable emergency response services contribute to the overall livability of La Puente. Equally important contributors to community safety are the safe handling, transport, and disposal of hazardous materials, and reduction of excessive noise. As described in the Community Vision, residents feel that creating and maintaining a safe environment is one of the City's most important objectives.

Scope and Content

The Community Safety Element addresses hazards in La Puente and presents goals and policies to reduce the potential risks of death, injuries, property damage, and economic and social disruption associated with hazards. Hazards affecting La Puente include earthquakes; excessive noise; hazardous materials associated with commercial, industrial and residential uses; criminal activity; and urban fires.

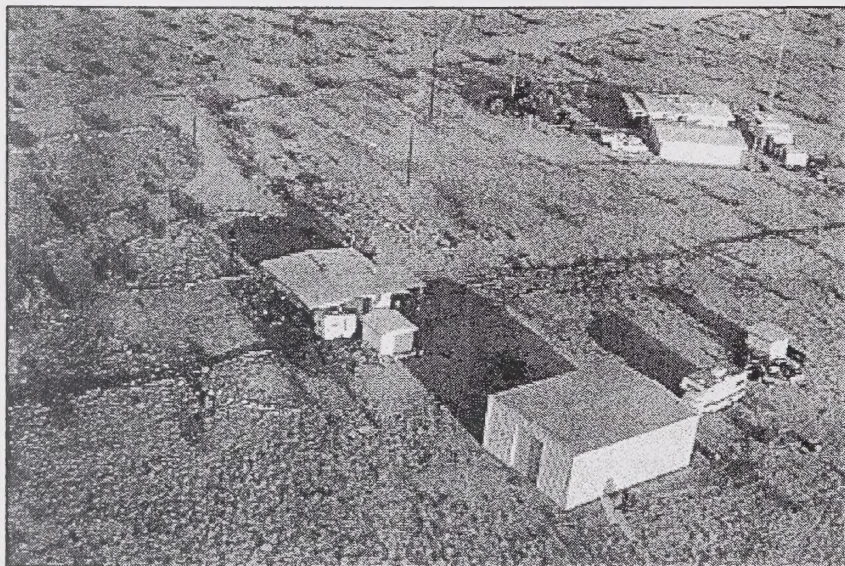
Within this chapter, community safety issues are organized into four broad themes:

- **Hazard Mitigation.** Addresses seismic hazards, flooding, and human activity hazards, such as the use, transport and disposal of hazardous materials.
- **Emergency Response.** Emergency response efforts are essential to prevent or minimize potential loss of life or property damage and to respond effectively to safety hazards, accidents and natural disasters.
- **Noise.** Noise affects our health and quality of life.
- **Safety Services.** Police and fire protection services create a safe community for residents and businesses. Low crime, foresight in the development process, and adequate enforcement lead to a safe environment.

Hazard Mitigation

Seismic Activity

Southern California lies on the edge of the Pacific Plate, one of the many jigsaw puzzle pieces that fit together to comprise the Earth's crust. The constant shifting, pushing, and shoving of these crustal plates - together with the complex interfacing of many varied geological structures - creates ruptures and crustal weaknesses known as faults. Movement along a fault releases stored energy and tension, thereby producing earthquakes. Powerful and widespread rupture or shaking ground can cause buildings to move off their foundations or collapse; damage buildings and other structures, roads and other public infrastructure; damage utility lines and set off fires; and threaten the lives of people and animals. The damage to structures presents the greatest risk to life and property. Issues relevant to La Puente include the potential for earthquakes and secondary hazards related to earthquakes that may occur in the region.



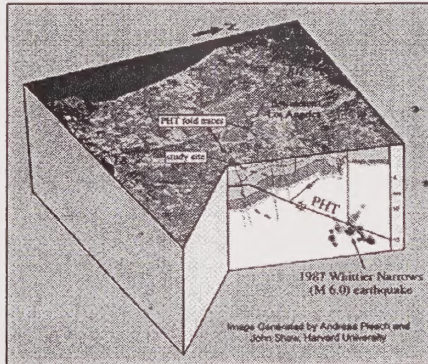
Fault rupture is potentially the most destructive, but the least likely, form of earthquake damage to structures.

Earthquakes

La Puente lies within a region of several active faults and therefore is subject to the risks and hazards associated with earthquakes. Eleven major faults impact the Los Angeles region. The California Geological Survey classifies seven of these faults as “active.” Several major faults within a 50-mile radius of La Puente are capable of producing substantial effects from ground shaking. These faults include the San Andreas, Whittier-Elsinore, Chino, Sierra Madre-Cucamonga, and San Fernando faults. A major earthquake produced along any of these faults has the potential to produce strong ground shaking in La Puente.

Faults

Discovered in 2003, the Puente Hills fault system is comprised of three sections that run under downtown Los Angeles, through La Puente, and into the Coyote Hills of north Orange County. Research continues to examine whether this fault also extends into the San Jose Hills area. Figure CS-1 shows the geographic relationship of the City to immediately surrounding active and potentially active faults. No active faults have been identified at the ground surface within the city limits, nor have any Alquist-Priolo Earthquake Fault zones been designated. However, the City overlies the Puente Hills segment of the Elysian Park blind thrust fault. The fault is referred to as blind because it does not intercept the ground surface and therefore cannot be detected visually. These faults are all capable of movement that could produce substantial ground shaking.



The newly discovered Puente Hills Fault has been credited with causing the 1987 Whittier Narrows Earthquake.

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code, Section 2621, et seq.) was adopted by the State legislature following the 1971 San Fernando Earthquake to establish a statewide program to map surface traces of known active faults, and to restrict development in areas adjacent to faults, known as Alquist-Priolo Earthquake Fault Zones.

Expansive Soil

As in much of California, expansive type soils are prevalent in La Puente. Expansive soils act much like a sponge. As they absorb water, they swell and as they lose water, they shrink. Expansive soils may become unstable during ground shaking, and are one of the most prevalent causes of earthquake damage to buildings. Damage caused by expansive soils includes disfiguring and structural damage due to cracking walls, ceilings, driveways, sidewalks and basement floors. Minor damage to doors and windows may cause them to function erratically. To minimize damage to wood frame structures foundations can be made more flexible, through the use of reinforced or post-tensioned slabs.



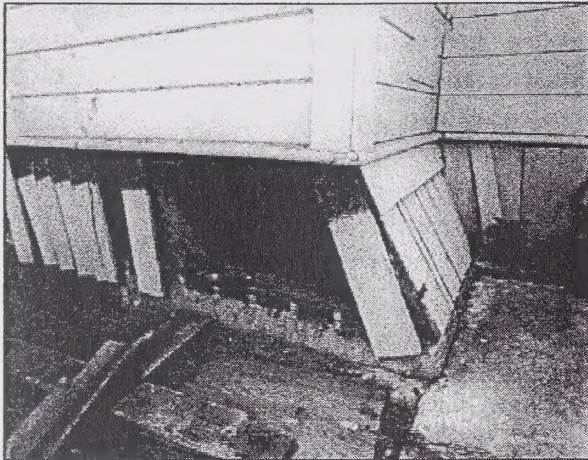
Page CS-4

Site preparation may include prewetting, removal of the expansive soil and replacement with non-expanding soils, chemical treatments of the soil or other methods. Grading and drainage should be designed so that excess surface water is collected and safely discharged off the building pad. Structural design of new buildings should consider the potential effects of expansive soils on selected building materials. If for instance, the structure contains masonry walls, which are intolerant to even small movements, a rigid foundation or one that will isolate the structure should be used.

During an earthquake, the ground can shake violently. Rapid back-and-forth motion can cause buildings to fall off foundations, resulting in major structural damage and sometimes total collapse of buildings. Seismic risk associated with the regional fault system, expansive soils, and the blind thrust fault underlying La Puente emphasizes the need to ensure that all development projects – and the retrofit of existing structures – incorporate appropriate design features to guard against widespread property damage and loss of life in the event of an earthquake.

Seismic Retrofitting

Residential seismic retrofitting strategies focus on strengthening house-to-foundation connections using specially designed hardware and construction methods. Retrofitting allows a structure to withstand greater earthquake force with less structural damage. Older houses are especially susceptible to earthquake damage, and therefore prime candidates for retrofitting, because they were built before homes were required by law to be earthquake-resistant. Seismic retrofitting of an older home typically deals with four components of the structure: cripple walls, shear walls, connections, and foundation. Retrofitting reinforces each of these elements to strengthen the force-resisting strength of a building. However, the most beneficial efforts focus on strengthening cripple walls because seismic forces in a building accumulate all the way down to the ground, and they are greatest at the base of the building.



A cripple wall is less than a full story high, usually found between the first floor and the foundation of a structure. It is generally the weakest part of older buildings.

Design of new seismic retrofit systems, whether hidden or exposed, should respect the character and integrity of the building being retrofitted, as well as buildings in the surrounding area. The City will continue to encourage earthquake preparedness in newer homes through simple home protection such as bolting furniture and water heaters and creating emergency supply kits.

Earthquake-Related Hazards

Local geological conditions may create additional hazards associated with seismic activity. Earthquakes produce ground-shaking effects that, in larger quakes, may result in ground failure. In locations where groundwater levels intersect with loose, unconsolidated soils, a condition called liquefaction can occur, whereby soils lose cohesion – and the ability to support structures – when subjected to strong ground motion.

Liquefaction presents the most prominent secondary ground failure effect of earthquakes. According to the California Geological Survey, most of La Puente is subject to liquefaction. A few areas of the City close to the Industry Hills Recreation Center and portions of the Babe Zaharias Golf Course are subject to earthquake-induced landslides because the area includes steep hill slopes.

California law requires identification of liquefaction zones, where the stability of foundation soils must be investigated, and landslide zones, where the stability of hill slopes must be evaluated. Figure CS-2 shows areas susceptible to seismically induced liquefaction and landslides in La Puente. Within these areas, geologic studies must be completed and countermeasures undertaken in the design and construction of buildings for human occupancy. California law also requires disclosure of liquefaction or landslide zone status as a part of all real estate transactions within identified areas.

Flood Hazards

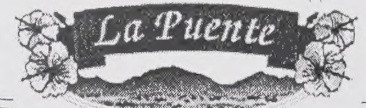
According to the Federal Emergency Management Agency, La Puente is not located within either a 100- or 500-year flood zone. Regional drainage infrastructure adequately protects the City from flooding associated with storm events. The City's distance from the Pacific Ocean minimizes exposure to tidal wave (tsunami) hazards resulting from offshore earthquakes.

A 100-year flood is defined as a major flood event that has a 1% or greater chance of occurring during any one year. Flood hazard planning practices addresses such storms, as well as 50-year and 500-year events.

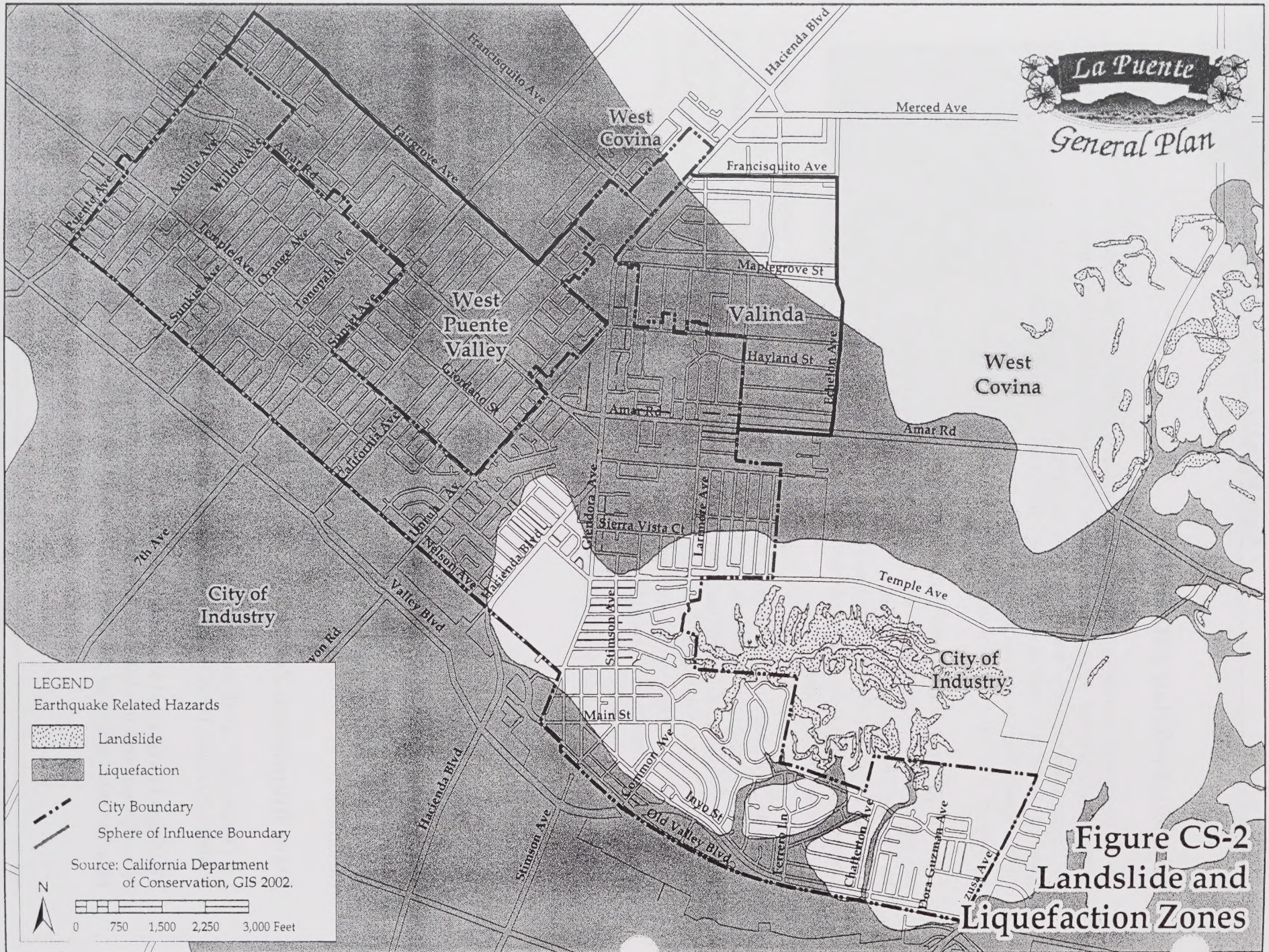
Dam Inundation Zones

La Puente is located south of the Santa Fe Dam and northeast of the Whittier Narrows Dam, both of which pose minimal flood threats.

The Santa Fe Dam and Reservoir are located on the San Gabriel River east of La Puente and the Whittier Narrows Dam and Legg Lake are located near the intersection of the Pomona Freeway (SR-60) and Interstate 605.



General Plan



Both are owned and operated by the Los Angeles District Army Corps of Engineers. The Santa Fe Dam's downstream floodplain includes a very small portion of the La Puente Planning Area. In the unlikely event of a dam failure, floodwaters would extend to the northwest corner of the West Puente Valley area within one and one-half hours. In the event of a dam failure at Whittier Narrows Dam, upstream floodwaters would reach portions of unincorporated Los Angeles County adjacent to the Planning Area, just west of Puente Avenue. Due to high inflows to the Whittier Narrows dam, widespread flooding in areas west of the Planning Area would be expected.

Another inundation hazard arises from the Puddingstone Reservoir, located in the City of San Dimas near the junction of SR-57 and I-10. In the unlikely event of catastrophic failure or breach of the Puddingstone Dam, floodwaters would extend throughout most of north and west La Puente within two to three hours.



Failure of Puddingstone Dam, located in San Dimas, would result in potential inundation of parts of La Puente.

Figure CS-3 shows the location of Dam Inundation Zones within the La Puente Planning Area.

GOAL

1

Reduced risk from earthquakes, liquefaction, flooding and dam inundation hazards.

- | | |
|-------------------|---|
| <i>Policy 1.1</i> | Require appropriate geotechnical studies or require standard building and remediation measures for all new proposed development projects on properties identified as subject to liquefaction or landslides. |
| <i>Policy 1.2</i> | Apply and enforce development standards and building construction codes. |
| <i>Policy 1.3</i> | Participate in federal, State, and local earthquake preparedness and emergency response education programs. |
| <i>Policy 1.4</i> | Apply and enforce earthquake safety standards for buildings, focusing on areas with expansive soils and unreinforced masonry buildings. |
| <i>Policy 1.4</i> | Prepare an emergency operations plan to address potential earthquakes, hazards created from secondary earthquake effects, and dam inundation. |

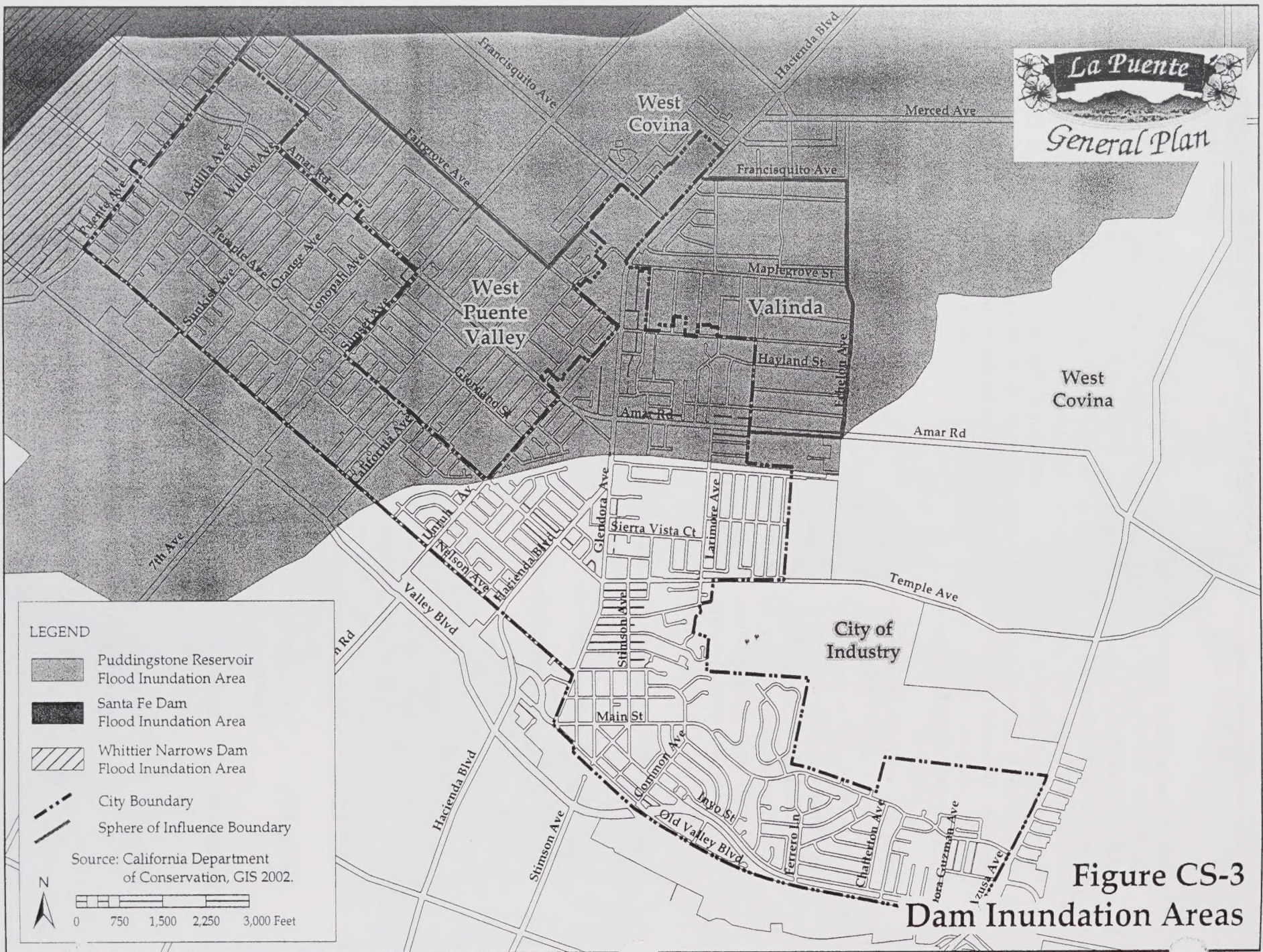


Figure CS-3
Dam Inundation Areas

Human Activity Hazards

The California Health and Safety Code defines a hazardous material as any material that, due to quantity, concentration, physical, or chemical characteristics, poses a significant potential hazard to public health and safety or to the environment. The manufacturing, use, and transport of hazardous materials are considered potential human activity hazards.

Commercial and industrial businesses located in La Puente and nearby communities use hazardous materials, including such businesses as dry cleaners, film processors, auto service providers, landscape contractors, and paint shops. Larger businesses, primarily in industrial areas, can generate, use, and/or store large quantities of hazardous products. The current regulatory environment provides a high level of protection from the hazardous materials manufactured, transported to businesses, and stored within La Puente. Federal, State, and County agencies enforce regulations for hazardous waste generators and users. Approximately 100 hazardous waste generators exist in the vicinity of La Puente. Most are located in the City of Industry and adjacent unincorporated areas.

In the 1990s, the State of California's Department of Toxic Substances Control aggressively pursued a program to identify and force remediation of leaking underground storage tanks throughout the state. Fuel leaks from these storage tanks can result in substantial soil and groundwater contamination. The majority of the contaminated sites identified in La Puente are gasoline stations.



The Los Angeles County Fire Department, Health Hazardous Materials Division tracks hazardous materials handlers to ensure appropriate reporting and compliance. The Division inspects businesses that generate hazardous waste, conducts criminal investigations, provides site mitigation oversight, and undertakes emergency response operations. Such inspections reduce risks associated with exposure to hazardous materials and adverse effects on the environment.

Leaking underground storage tanks at gasoline stations are a common source of hazardous materials in La Puente.

La Puente's land use pattern separates industry from residential uses. However, commercial freight carriers transporting hazardous substances along the Pomona Freeway or along the railways present potential hazards. The City contracts with the County Fire Department's Emergency Operations Section for 24-hour emergency response services to hazardous materials incidents. Emergency responders identify unknown substances, monitor spills and releases for safe and immediate

mitigation, and identify responsible parties for payment of cleanup costs. The Inspection Division of the Fire Department's Emergency Operation section inspects hazardous material handling and hazardous waste-generating businesses to assure compliance with federal, State, and local laws and regulations. Additionally, Inspection Division staff responds to medical waste emergencies, assists law enforcement agencies with response to illegal drug labs, and investigates resident and business complaints.

Residents also use a range of household hazardous products. To address household hazardous wastes, the City cooperates with the County to sponsor programs that raise awareness of proper use, storage, and disposal of household hazardous wastes. These efforts also support the City's commitment to minimize pollutants in urban runoff.



Household cleaning solutions, paints, and pesticides are common hazardous materials.

GOAL 2

Safe use, transport, and disposal of hazardous materials.

- Policy 2.1** Cooperate with federal, State, and County agencies to reduce risks to residents associated with the use or transport of hazardous materials.
- Policy 2.2** Develop and maintain a coordinated emergency operations plan, and educate the community on emergency procedures to respond to natural and human activity hazards.
- Policy 2.3** Continue to educate the community regarding the safe use and disposal of household hazardous wastes.
-

Emergency Response

Businesses and residents in La Puente are subject to potential hazards associated with earthquakes, hazardous materials incidents, fires, and other conditions that may impact infrastructure and impede emergency response. Each type of disaster requires clean up, recovery, and planning to prevent future damage. The period after a disaster is often very difficult for communities and at times as devastating as the disaster itself. Cities that prepare ahead of time can reduce the fear, confusion, and loss that comes with disaster. Planning that ensures access to critical facilities such as utilities, freeways, roadways, schools, and emergency care facilities can minimize the loss of life and property damage should a disaster occur.

La Puente participates in the Standardized Emergency Management System (SEMS) that provides a statewide framework for coordinating multi-agency responses to emergencies and disasters. The City's SEMS incorporates mutual aid agreements with other jurisdictions, establishes lines of communication during emergencies, and standardizes incident command structures.

Local emergency services providers include the Los Angeles County Sheriff and Fire Departments. To provide an additional level of readiness and protection, the City also offers a program to train volunteers to provide basic emergency response skills. The City will continue to work toward establishing a comprehensive Emergency Operations Plan to coordinate efforts of residents, businesses, and service providers.



Emergency response services are provided in La Puente by the Los Angeles County Fire and Sheriff's Departments.

GOAL

3

Adequate emergency response to public health and safety threats.

- Policy 3.1* Prepare and maintain an Emergency Operations Plan that addresses all potential disasters affecting the community.
- Policy 3.2* Promote public awareness of emergency procedures for residents, the business community, City staff, and public officials.
- Policy 3.3* Continue to contract with experienced and well-qualified service providers for hazardous materials response.
-

Noise

Excessive noise can be considered an environmental pollutant that can damage hearing and affect general well-being. Noise in La Puente results primarily from auto and truck traffic along major arterials, particularly Valley Boulevard and Amar Road. Noise nuisances can also include loud music and noise generated from parties and other large gatherings. Local noise sources include typical residential neighborhood sounds such as lawnmowers, children at play, and barking dogs. Noise becomes a concern when it consistently interferes with a person's ability to conduct everyday work and recreation activities.

Measuring Noise

Noise generally is defined as unwanted or intrusive sound. Because noise consists of pitch, loudness, and duration, describing noise with a single unit of measure presents a challenge. The A-weighted decibel scale (dB[A]) has been developed to describe the loudness of a sound or sound environment based on the sensitivity of the human ear.

The dB(A) descriptor only reports noise from a single source or combination of sources at a point in time. To allow a more comprehensive description of the noise environment, federal and State agencies have established noise and land use compatibility guidelines that use averaging approaches to noise measurement. Two measurement scales commonly used in California are the Community Noise Equivalent

Level (CNEL) and the day-night level (Ldn). To account for increased human sensitivity at night, the CNEL level includes a 5-decibel penalty on noise during the 7:00 A.M. to 10:00 P.M. time period and a 10-decibel penalty on noise during the 10:00 P.M. to 7:00 A.M. time period. The Ldn level includes only the 10-decibel weighting for late-night noise. These values are nearly identical for all but unusual noise sources.

Baseline Noise Environment

To establish a baseline against which to measure changes in the community noise environment over time, a noise modeling effort was conducted, with 2003 serving as the baseline year. Because traffic noise represents the dominant noise source in La Puente, the model focuses on traffic noise the 24-hour ambient noise conditions resulting from roadway travel, as well as noise impacts associated with the Union Pacific Railway. Figure CS-4 shows noise exposure contours for baseline year 2003.

Principal and Minor Highways represent the major sources of traffic noise. As Figure CS-4 illustrates, major highways in La Puente represent the major source of traffic noise. Although noise levels are lower for secondary highways, they are also a significant source of traffic noise. Almost all commercial areas in the City are affected by traffic noise since they are located adjacent to the main thoroughfares. Given the significant impact of traffic noise within the planning area, many large residential areas are affected, and the majority of the City's high-density residential areas are located within the noise contours. Nine of the twelve schools in the City are located within the 60-70 db(A) CNEL noise contours.

The City has little direct control over noise produced by transportation sources because State noise regulations for motor vehicles preempt local regulations. Because the City cannot control noise at the source, City noise programs focus on reducing the impacts of transportation noise on the community.

Year 2025 Noise Environment

The Community Development Element indicates that La Puente will accommodate limited residential and commercial growth through the year 2025. Accompanying regional growth will contribute to increased traffic volumes citywide and along major roadways, and could lead to elevated traffic noise levels and noise impacts associated with the Union Pacific Railway and major regional rail transportation projects such as the Alameda Corridor East (ACE).

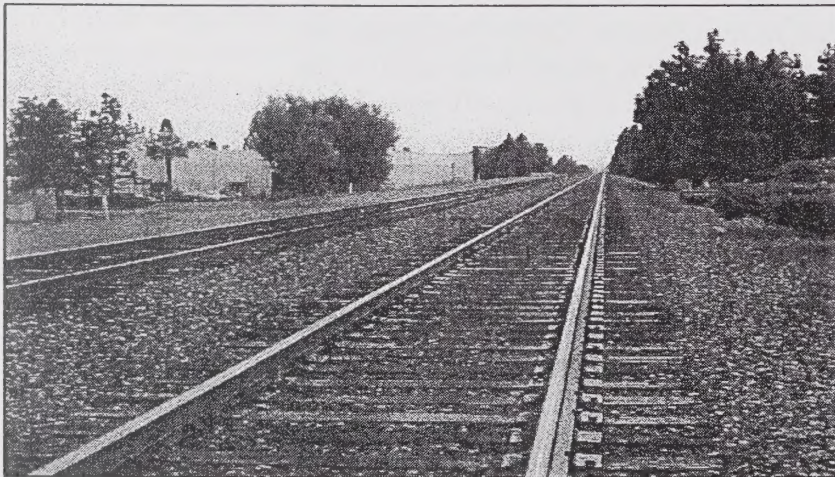


General Plan

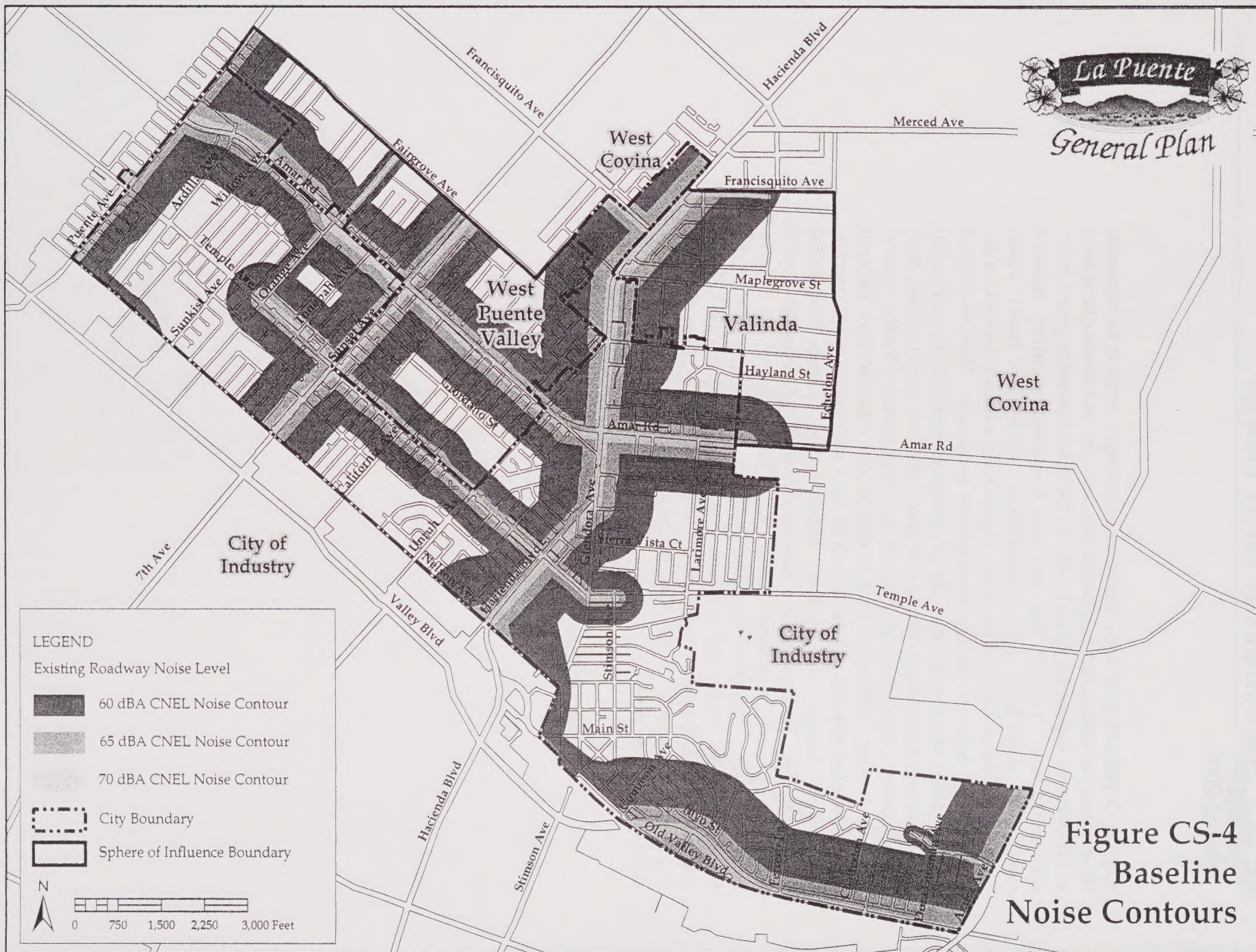
By 2020, the ACE may result in an increase of noise associated with increased rail traffic and increase in road traffic particularly as truck traffic will be diverted onto Valley Boulevard. At two intersections, Valley Boulevard intersections with Puente Avenue and Sunset Avenue, the ACE will eliminate grade crossings and depress the roadway, which may result in a reduction of railroad operations noises by elimination the need for crossing alarms and train horns.

The City's land use policies do not encourage development of heavy industrial uses that produce noise and plans to work with the Alameda Corridor East Joint Powers Authority, when feasible, to ensure that noise impacts associated with development of the ACE project do not adversely impact La Puente.

Potential future ambient noise levels can be estimated by modeling. Figure CS-5 displays projected year 2025 noise contours based upon future traffic levels and railroad operations. The City will experience very little change in ambient noise levels due to traffic. For planning purposes, the change will be imperceptible.

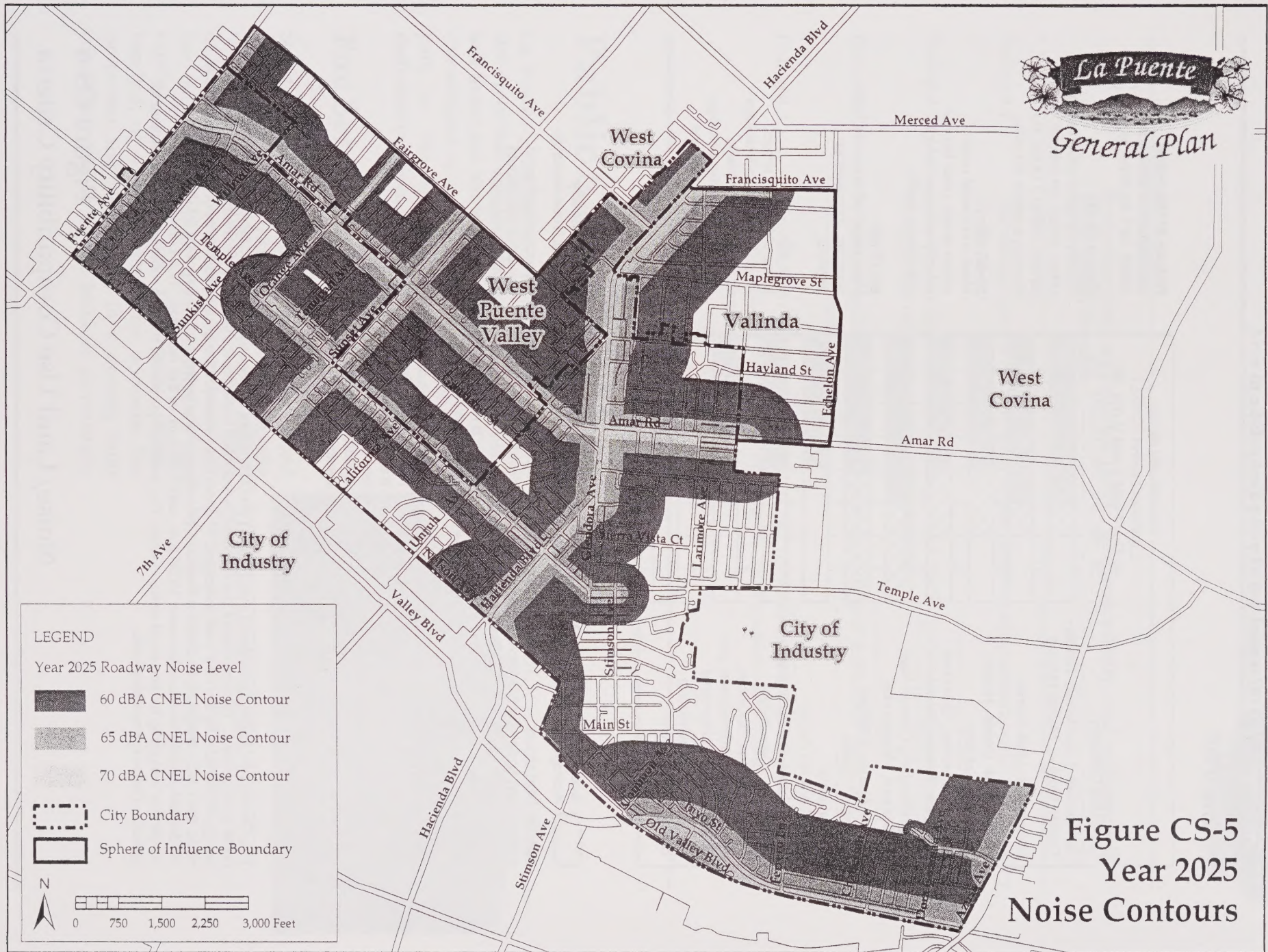


The Union Pacific Railroad line is a source of significant existing and future noise within La Puente.





The City's primary goal with regard to community noise is to minimize the exposure of residential neighborhoods, schools, and similar land uses to excessive or unhealthy noise levels, to the extent possible given built-out conditions. Toward this end, the Community Safety Element establishes noise/land use compatibility guidelines based upon cumulative criteria for outdoor noise. Figure CS-6 outlines the criteria the City will use when reviewing development proposals. New residential development will comply with Title 24 standards. For existing residential development along Minor Highways and Collectors experiencing high noise exposure, the City can implement the Neighborhood Traffic Control Program process outlined in the Circulation and Infrastructure Element to reduce noise impacts. Devices such as turn restrictions, traffic circles, and speed humps can reduce traffic noise within residential neighborhoods. Nuisance noises associated with loud, frequent parties that may include amplified music are disruptive to La Puente neighborhoods. Proactive measures such as educating residents on allowable noise levels and on time restrictions for amplified music consistent with the City's Municipal Code can reduce this nuisance. Vigorous enforcement of the City Noise Ordinance can also improve noise conditions within La Puente.



Land Use Category	Community Noise Equivalent Level (CNEL) or Day-Night Level (Ldn), dB						
	55	60	65	70	75	80	85
Residential- Low-Density Single-Family, Duplex, Mobile Homes							
Residential- Multi-Family							
Commercial- Motels, Hotels, Transient Lodging							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Amphitheaters, Concert Hall, Auditorium, Meeting Hall							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Rec., Cemeteries							
Office Buildings, Business, Commercial, Professional, and Mixed-Use Developments							
Industrial, Manufacturing Utilities, Agriculture							

Nature of the noise environment where the CNEL or Ldn level is:

Below 55 dB

Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within 1/4 mile.

55-65 dB

Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.

65-75 dB

Very noisy urban areas near arterials, freeways or airports.

75+ dB

Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

 **Normally Acceptable**

Specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special noise insulation requirements

 **Conditionally Acceptable**

New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

 **Normally Unacceptable**

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

 **Clearly Unacceptable**

New construction or development should generally not be undertaken.

The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

Figure CS-6
Noise/Land Use Compatibility Criteria

GOAL 4

Protection from undesirable traffic, business activity, and nuisance noise to the extent feasible.

- Policy 4.1** Encourage property owners to repair deteriorating sound walls along Valley Boulevard.
- Policy 4.2** Require trucks to travel on designated truck routes to minimize impacts of traffic noise on residential neighborhoods.
- Policy 4.3** Minimize spillover noise from commercial and industrial uses into nearby residential neighborhoods.
- Policy 4.4** Continue to enforce the City's noise regulations to protect residents from excessive noise levels associated with loud parties, loud music, and other nuisance noise sources.
-

Public Safety Services

La Puente residents and businesses depend on fire protection and law enforcement to provide a safe living and working environment. The City's commitment to a safe community is reflected, in part, in the significant financial resources dedicated to this cause.

Fire Services

Structural fires represent the primary fire hazard in La Puente. Structural fires are generally caused by faulty equipment or lack of knowledge of fire prevention precautions. The potential for fire hazards increases when flammable and explosive materials are improperly stored, handled, or used. Planning for adequate fire protection and suppression in a densely built community like La Puente becomes increasingly



The community is served by three Los Angeles County Fire Department stations located in La Puente and Industry.

important due to aging buildings and proximity to commercial and industrial uses.

Fire suppression is provided by the County of Los Angeles Fire Protection District. Three fire stations have jurisdiction within the Planning Area:

- Station 26, located at 15336 E. Elliot Ave in La Puente
- Station 43, located at 921 S. Stimson Ave. in the City of Industry
- Station 118, located at 17056 Gale Ave. in the City of Industry

In addition, any County fire unit may respond to incidents within the Planning Area depending on need and availability. The City will coordinate with the County Fire Department to implement fire hazard education and fire protection programs. In addition, the City will coordinate with local water districts to ensure water pressure is adequate for fire fighting purposes.

In 2002, the average first unit response time was 4 minutes, 27 seconds. According to the County of Los Angeles, fire protection serving the area appears to be adequate for the existing development and land uses. The County plans no upgrades to the stations listed above.

To minimize fire hazards, the City requires new construction to comply with the Uniform Fire Code, and Fire Department staff inspects properties for compliance. Requirements in the Fire Code include minimum road widths for fire vehicle access and fire protection flows of at least 1,500 gallons per minute.

In La Puente, residential/business interface areas may face higher fire risks than other neighborhoods. Buffers or land use controls may be appropriate for commercial properties located near residential areas.

Law Enforcement



Law enforcement services in La Puente are provided by the Los Angeles County Sheriff's Department, Industry Station.

Law enforcement services within the Planning Area are provided by the Los Angeles County Sheriff's Department. In addition to providing patrol and investigative services, the Sheriff's Department offers a broad range of support services that are readily available from nearby Industry Station. Local control is facilitated through close cooperation between the Station Captain and City officials. La Puente's Police and Community Relations Committee keeps an open dialogue between residents and the Sheriff's Department to provide the highest level of public safety for residents, businesses, and visitors.

Gang-related crime

Ensuring the safety of La Puente residents is a high priority for the City. Although considered a safe community, La Puente, like many urban communities across the Los Angeles metropolitan area, is affected by gang activity. Gang-related crimes are a key issue of concern for residents. A significant factor contributing to a climate of fear and intimidation in schools is the presence of youth gangs in the community and at school. Graffiti, vandalism, and violence reduce property values, stifle a sense of community, and create an atmosphere of distrust that may lead to further violence. For businesses, the cost of painting over graffiti and repairing vandalism is passed on to consumers in the form of higher prices. Graffiti and vandalized property remain eyesores in the community and can induce further destructive acts.



Vandalism associated with gang activity, including graffiti, results in the destruction of public and private property.

La Puente is committed to providing a safe environment for residents and businesses. Working through the Sheriff's Department, the City spends more than \$1 million annually on gang suppression, juvenile delinquency, and graffiti control programs. The Industry Station also provides special assignment officers for gang suppression activities.

La Puente also provides programs to improve public safety. The City assists in funding the Volunteers on Patrol program, through which volunteers patrol the streets and refer concerns to the Sheriff's Department. After-school education programs provided at elementary and secondary schools in La Puente help encourage youth not to participate in criminal activity. The Police and Community Relations Committee keeps an open dialogue between residents and the Sheriff's Department. Working together with our partners will provide the highest level of public safety for residents, businesses and visitors alike.

GOAL 5

A high level of fire and police protection for residents, businesses, and visitors in La Puente.

- Policy 5.1* Solicit and support community participation in crime prevention through the Volunteers On Patrol (VOP) program, Neighborhood Watch, and other local programs.
- Policy 5.2* Cooperate with the Sheriff's Department and nearby police departments to maintain and expand gang suppression activities.
- Policy 5.3* Support development of community and recreational facilities and programs to reduce the potential for criminal activity among youth.
- Policy 5.4* Periodically evaluate police and fire services to ensure public safety.
- Policy 5.5* Provide public information about fire, crime, and emergency preparedness to residents, schools, and community organizations.
- Policy 5.6* Provide level of funding necessary for high level of police and fire protection. Seek out grants as they become available for police, fire and emergency services.
-

Implementation

The following implementation actions put the adopted Community Safety Element policies and plans into practice for City elected officials, staff and the public. Implementation actions are organized into subsections corresponding to various areas and levels of City responsibility. Each action relates directly to one or more policies. The responsible agencies or City departments for each action are identified in the Implementation Summary attached as an appendix to the General Plan, along with a recommended time frame and likely funding source.

CITY PLANS, ORDINANCES, AND PROGRAMS

Action CS-1: Apply Uniform Building Code Standards

Continue to implement Uniform Building Code seismic safety standards for construction of new buildings, and update the City's codes as needed in response to new information and standards developed at the State level.

Related Policies: 1.1, 1.2

Action CS-2: Upgrade Existing Buildings

Encourage the upgrading of older buildings, including unreinforced masonry buildings, to comply with current building codes.

Related Policy: 1.1

Action CS-3: Provide Emergency Response Training

Continue to provide basic training in Standardized Emergency Management Systems (SEMS) by the Fire Department, including training for earthquakes, updated disaster training for all City employees, and emergency response personnel.

Related Policy: 1.3

Action CS-4: Adopt an Emergency Operations Plan

Prepare and adopt an Emergency Operations Plan (EOP). Coordinate with the Los Angeles County Sheriff and Fire Departments and the Los Angeles District Army Corps of Engineers, as well as adjacent cities. Work with local organizations and school districts to identify emergency shelters and equipment. Review and update the EOP biannually.

Related Policies: 1.4, 2.2, 3.1

Action CS-5: Enforce the Noise Ordinance

Vigorously enforce the City Noise Ordinance to protect residents from excessive noise associated with stationary sources. The City's regulations provide protection from non-transportation related noise sources, such as music, machinery, pumps, and air conditioners on private property. Periodically evaluate the Noise Ordinance for adequacy and revise, as needed, to address community needs and changes in legislation and technology.

Related Policies: 4.1, 4.3

Action CS-6: Evaluate Mutual Aid Agreements

Periodically evaluate the City's mutual aid agreements to ensure that adequate police and fire protection services are provided in the event of an emergency.

Related Policies: 3.3, 5.4, 5.6

Action CS-7: Evaluate Law Enforcement and Fire Protection Service Contracts

When the City renews service contracts with the Los Angeles County Fire Department and Los Angeles County Sheriff's Department, evaluate the number of officers and firefighters, total population, response times, and crime statistics to ensure that appropriate levels of law enforcement and fire protection are provided citywide.

Related Policies: 5.4, 5.6

Action CS-8: Abate Graffiti

Continue working with property owners and City-contracted painters to repair vandalized property and remove graffiti from noise walls. Encourage property owners to use building materials that are resistant to graffiti yet are consistent with the City's design policies.

Related Policy: 5.2

DEVELOPMENT CONDITIONS AND REQUIREMENTS

Action CS-9: Require Geologic Hazards Studies

Pursuant to State law, geologic and/or geotechnical studies are required for proposed new development projects located in areas identified as susceptible to landslides and liquefaction. Binding mitigation strategies must be adopted. These areas are identified on Figure CS-2.

Related Policy: 1.1

Action CS-10: Require Building and Fire Code Compliance

Review all new proposed projects to ensure they comply with building and fire codes. Actively enforce all building and fire codes.

Related Policy: 1.2

Action CS-11: Require Acoustical Analyses

Require acoustical analyses for all proposed development within the 60 dB CNEL contour as shown in Figure CS-4. Also require acoustical analyses for all proposed residential projects in the vicinity of existing and proposed commercial and industrial areas. Where noise analyses indicate that the noise standards in Figure CS-5 will be exceeded, require noise control measures to be incorporated into the proposed development to reduce noise to acceptable levels. Noise control measures may include berms, walls, and sound attenuating architectural design and construction methods. Only permit new development if the City's noise standards and regulations can be met.

Related Policies: 4.1, 4.3

Action CS-12: Require Compliance with Noise Insulation Standards

Enforce provisions of the California Noise Insulation Standards (Title 24) that specify that indoor noise levels for multi-family residential living spaces shall not exceed 45 dB CNEL. The standard is defined as the combined effect of all noise sources and is implemented when current or future exterior noise levels exceed 60 dB CNEL. Title 24 requires that the standard be applied to all new hotels, motels, apartment houses, and dwellings other than single-family dwellings. Also apply the standard to single-family dwellings and condominium conversion projects as official policy.

Related Policy: 4.3

Action CS-13: Promote Crime Prevention through Project Design

Review all new development proposals for sensitivity to crime prevention through project design. Encourage incorporation of design features that employ adequate lighting and place increased emphasis on public areas.

Related Policy: 5.2

PLANNING AND OUTREACH INITIATIVES

Action CS-14: Provide Household Hazardous Waste Education

Provide information through the City's website and other publications about commonly used hazardous materials; safe recycling and disposal methods; and the location and hours of the nearest household hazardous waste collection center or event.

Related Policy: 2.3

Action CS-15: Provide Emergency Response Education

Provide community workshops and drills simulating earthquake, dam inundation, hazardous materials release, fire, and other safety hazard incidents. Continue to train volunteers to provide basic emergency response skills and to educate other community members of emergency response procedures. Create a brochure about emergency response procedures routes. Make the brochure available to businesses, community groups, and schools in both English and Spanish. Post the brochure and other safety tips on the City's website. Provide links to other emergency education sites.

Related Policies: 2.2, 3.2, 5.5

Action CS-16: Provide Noise Abatement Education

Provide information packets and information on the City website regarding procedures about controlling interior and exterior acoustic environments such as sound insulation, double-pane glass windows, sound walls, berming, and other measures. Information packets may include information regarding compliance to noise guidelines consistent with the Noise Ordinance and other applicable section of the Municipal Code.

Related Policies: 4.1, 4.2, 4.3

Action CS-17: Encourage Crime Prevention Awareness

Provide information concerning crime prevention through physical design on the City's website, public counter, and distribute a brochure to institutions and neighborhood organizations. Encourage community groups to provide safe activities for youth after school and on Friday and Saturday nights. Properly maintain and operate the grounds and facilities of La Puente Park to minimize vandalism and crime at the Park and maximize public use and enjoyment.

Related Policy: 5.5

Action CS-18: Support Community Policing Programs

Support and cooperate when necessary local crime prevention programs such as Volunteers on Patrol and Neighborhood Watch. Encourage residents to chaperone youth activities in the evenings and on weekends at the City's recreational facilities, libraries, and schools.

Related Policies: 5.1, 5.3

INTER-JURISDICTIONAL COORDINATION

Action CS-19: Encourage Police and the Community Dialogue

Work with the Los Angeles County Sheriff's Department to encourage open dialog between City residents and the Sheriff's Department to help bridge any gaps in communication that may exist between these two groups.

Related Policy: 5.5

Action CS-20: Monitor Hazardous Materials Handlers

Cooperate with the County of Los Angeles Department of Public Works in its efforts to monitor businesses that transport, handle, and generate hazardous materials to ensure proper disposal.

Related Policy: 2.1

Action CS-21: Remediate Leaking Underground Storage Tanks

Continue to cooperate with the California Department of Toxic Substances Control and the Regional Water Quality Control Board to identify and force remediation of sites with fuel leaks from underground storage tanks and other hazardous waste contamination.

Related Policy: 2.1

Action CS-22: Enforce the Vehicle Code

Enforce the California Vehicle Code pertaining to noise standards for cars, trucks, and motorcycles.

Related Policy: 4.2

Action CS-23: Support Neighborhood Watch

Support the efforts of local neighborhood watch groups throughout the City.

Related Policy: 4.2

Action CS-24: Minimize Police Response Times

Strive to minimize police response time by patrol officers by providing adequate numbers of sworn officers, special bicycle and foot patrols, patrols in response to criminal activity, and patrols that manage special events.

Related Policy: 5.4

Action CS-25: Provide Youth Diversion Activities

Work with the School Districts to increase sports programs and other activities to reduce criminal activity among youth. Cooperate with the County, community groups, and other regional organizations that provide activities for youth. Distribute information on youth programs at all City-sponsored events.

Related Policies: 5.3, 5.5

Action CS-26: Support Gang Suppression Activities

Continue to work with the Los Angeles County Sheriff's Department and neighboring jurisdictions to eliminate gang-related crimes in the region and improve public safety. Expand existing programs. Encourage residents to report gang activities. Increase the police presence throughout La Puente.

Related Policy: 5.2

Action CS-27: Coordinate for Dam Safety Procedures

Coordinate the Emergency Operations plan with the Los Angeles County District Army Corps of engineers regarding safety procedures for the Santa Fe and Whittier Narrows Dams.

Related Policy: 1.3

Action CS-28: Coordinate with the Alameda Corridor East Joint Powers Authority

Coordinate with the Alameda Corridor East Joint Powers Authority to ensure that noise impacts associated with development of the ACE project do not adversely impact La Puente

Related Policy: 4.2

Glossary

General Plan

A

Adoptive Resolution: A resolution adopted by the Board of Supervisors that has the force and effect of law.

Agenda Item: A subject or item to be discussed or acted upon at a public meeting of the Board of Supervisors.

Agenda Item Number: The number assigned to each agenda item for identification purposes.

Agenda Item Description: The description of the agenda item, including the subject matter and the action to be taken.

Agenda Item Reference: The reference to the agenda item in the agenda, including the agenda item number and the agenda item description.

Agenda Item Title: The title of the agenda item, which is the subject matter of the agenda item.

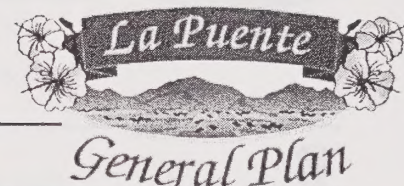
Agenda Item Number: The number assigned to each agenda item for identification purposes.

Agenda Item Description: The description of the agenda item, including the subject matter and the action to be taken.

GENERAL PLAN GLOSSARY



Glossary



A

Access - A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

Acres, Net - The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road right-of-way, public open space, and floodways.

Air Pollution - The presence of contaminants in the air in concentrations that exceed naturally occurring quantities and are undesirable or harmful.

Air Quality Standards - The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

Alquist-Priolo Earthquake Fault Zoning Act - California state law that mitigates the hazard of surface faulting to structures for human occupancy.

Ambient Noise Level - The combination of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Aquifer - An underground bed or layer of earth, gravel, or porous stone that contains water.

Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

A-Weighted Decibel or dB(A) - A numerical method of rating human judgment of loudness. The A-weighted scale reduces the effects of low and high frequencies in order to simulate human hearing.

B

Bikeways - A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Building - Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of any individual, animal, process, equipment, goods, or materials of any kind or nature.

C

California Environmental Quality Act (CEQA) - A State law (California Public Resources Code Section 21000 et. seq.) requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans usually require the preparation of a "Program EIR."

Caltrans - California Department of Transportation.

Census - The official decennial enumeration of the population conducted by the federal government.

City - City, with a capital "C," generally refers to the government or administration of a city. City, with a lower case "c" may mean any city.

City Council - The governing board of the City. The five-member elected council is responsible to the electorate for keeping pace with changing community needs, for establishing the quality of municipal services through the open conduct of public affairs, and for encouraging constructive citizen participation.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Community Noise Equivalent Level (CNEL) - The average equivalent sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 P.M. to 10 P.M. and after addition of

10 decibels to sound levels in the night after 10 P.M. and before 7 A.M.
See also "A-Weighted Decibel."

Condominium - A building, or group of buildings, in which units are owned individually, and the structure, common areas and facilities are owned by all the owners on a proportional, undivided basis.

Conservation - The management of natural resources to prevent waste, destruction, or neglect.

Coverage - The proportion of the area of the footprint of a building to the area of the lot on which it stands.

D

Day-Night Average Level (Ldn) - The average equivalent sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 P.M. and before 7 A.M. See also "Community Noise Equivalent Level."

Decibel (dB) - A unit for describing the amplitude of sound, as it is heard by the human ear. See also "A-Weighted Decibel," "Community Noise Equivalent Level," and "Day-Night Average Level."

Density - The number of families, individuals, dwelling units or housing structures per unit of land; usually density is expressed "per acre." Thus, the density of a development of 100 units occupying 20 acres is 5 units per acre.

Development - The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; any mining, excavation, landfill or land disturbance, and any use or extension of the use of land.

Dwelling - A structure or portion of a structure used exclusively for human habitation.

Dwelling, Multi-family - A building containing two or more dwelling units for the use of individual families maintaining households; an apartment or condominium building is an example of this dwelling unit type.

Dwelling, Single-family Attached - A one-family dwelling attached to one or more other one-family dwellings by a common vertical wall; duplexes and townhomes are examples of this dwelling unit type.

Dwelling, Single-family Detached - A dwelling which is designed for and occupied by not more than one family and surrounded by open space or yards and which is not attached to any other dwelling by any means.

Dwelling Unit - One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the unit for the exclusive use of a single family maintaining a household.

E

Element - A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., land use, housing, circulation).

Environment - The sum of all external conditions and influences affecting the life, development, and survival of an organism.

F

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

FEMA - Federal Emergency Management Agency.

Flood Insurance Rate Map (FIRM) - For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain - A lowland or relatively flat area adjoining the banks of a river or stream which is subject to a one percent or greater chance or flooding in any given year (i.e., 100-year flood).

Floor Area Ratio (FAR) - The gross floor area of all buildings on a lot divided by the lot area; usually expressed as a numerical value (e.g., a

building having 5,000 square feet of gross floor area located on a lot of 10,000 square feet in area has a floor area ratio of 0.5:1).

G

General Plan - A legal document that takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., "Achieve a balance of land use types within the city").

Ground Failure - Mudslide, landslide, liquefaction (see this Glossary), or the compaction of soils due to ground shaking from an earthquake.

Ground Shaking - Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater - The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

H

Hazardous Materials - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals and nuclear fuels.

I

Implementation Program - An action, procedure, program, or technique that carries out general plan policy.

Infrastructure - The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

Intensity - A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or units per acre of land for residential development (also called "density").

Intersection - A location where two or more roads cross at grade.

Issue - A problem, constraint, or opportunity requiring community action.

L

Land Use - A description of how land is occupied or used.

Land Use Plan - A plan showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational and other public and private purposes or combination of purposes.

Landslide - A general term for a falling or sliding mass of soil or rocks.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Local Agency Formation Commission (LAFCO) - A five or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

Local Street - A street providing direct access to properties and designed to discourage through-traffic.

Lot - The basic unit of land development. A designated parcel or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed or built upon as a unit.

LOS - Level of Service, a descriptor of traffic operating conditions based on an intersection's volume-to-capacity ratio.

M

Mitigate - To ameliorate, alleviate, or avoid to the extent reasonably feasible.

National Flood Insurance Program (NFIP) - The National Flood Insurance Program, managed by FEMA, makes Federally-backed flood insurance available in communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage.

N

Noise - Any undesired audible sound.

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized to describe community noise exposure.

Non-Attainment - The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-Conforming Use - A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use.

O

Open Space - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated, or reserved for public or private use or enjoyment.



Ordinance - A law or regulation set forth and adopted by a governmental authority, usually a city or county.

P

Parcel - A lot or tract of land.

Planning Area - The Planning Area is the land area addressed by the General Plan. Typically, the Planning Area boundary coincides with the Sphere of Influence which encompasses land both within the City limits and potentially annexable land.

Planning Commission - A group of people appointed by the city council that administer planning and land use regulations for the city and provide recommendations on a wide array of land use and land use policy issues.

Policy - Statements guiding action and implying clear commitment found within each element of the general plan (e.g., "Provide incentives to assist in the development of affordable housing").

Pollution - The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Program - A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the general plan.

R

Redevelopment - Redevelopment, under the California Community Redevelopment Law, is a process with the authority, scope, and financing mechanisms necessary to provide stimulus to reverse current negative business trends, remedy blight, provide job development incentives, and create a new image for a community. It provides for the planning, development, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare. In a more general sense, redevelopment is a process in which existing development and use of land is replaced with new development and/or use.

Regional - Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.

Rezoning - An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

S

Seismic - Caused by or subject to earthquakes or earth vibrations.

Sewer - Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

Site - A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Site Plan - The development plan for one or more lots on which is shown the existing and proposed conditions of the lot including: topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

Solid Waste - Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in landfills or incinerated.

Southern California Association of Governments (SCAG) - The Southern California Association of Governments is a regional planning agency which encompasses six counties: Imperial, Riverside, San Bernardino, Orange, Los Angeles, and Ventura. SCAG is responsible for preparation of the Regional Housing Needs Assessment (RHNA).

Specific Plan - Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence - The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCO) of the County.

Standards - (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that General Plans describe the objectives, principles, "standards," and proposals of the General Plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Structure - Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision - The division of a lot, tract or parcel of land that is the subject of an application for subdivision.

Subdivision Map Act - Division 2 (Sections 66410 et seq) of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subsidize - To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures.

T

Topography - Configuration of a surface, including its relief and the position of natural and man-made features.

Transportation Demand Management (TDM) - A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM) - Individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TSM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool, or other high occupancy vehicles.

Z

Zoning - A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

Zoning District - A geographical area of a city zoned with uniform regulations and requirements.

Zoning Map - The officially adopted zoning map of the city specifying the uses permitted within certain geographic areas of the city.

Implementation Summary

The Council on the General Plan is pleased to present this summary of the implementation of the General Plan. This summary is a result of the Council's ongoing efforts to ensure that the General Plan is being implemented in a timely and effective manner. The Council has been working closely with the various departments and agencies of the County to ensure that the General Plan is being implemented in a coordinated and consistent manner. This summary provides a comprehensive overview of the progress made to date and identifies the key areas that need further attention.

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- 1. Land Use Planning and Development
- 2. Transportation Planning and Development
- 3. Environmental Planning and Development
- 4. Economic Planning and Development
- 5. Social Planning and Development

This summary is a result of the Council's ongoing efforts to ensure that the General Plan is being implemented in a timely and effective manner.

APPENDIX



Implementation Summary



The purpose of the implementation actions presented at the end of each General Plan section is to ensure the overall direction provided in the General Plan for growth and development is translated from general terms to specific actions. The implementation actions ensure effective implementation of the General Plan by coordinating General Plan priorities with the city's budget and capital improvement decisions. This approach ensures that the General Plan remains a dynamic, responsive document and that the City's budget decisions are consistent with the long-term goals of the General Plan. The La Puente General Plan includes an ambitious list of policies and implementation actions. Given the large number of policies and actions and the limited resources that are available to the City annually, it may not be possible to fund every action and program in the General Plan at once.

Implementation Summary Table

The Implementation Summary Table (Table A-1) lists all of the implementation actions presented at the end of each General Plan section. The table summarizes the implementation action by type of implementation action and by the subsections of the General Plan. Implementation actions fall under the following categories:

- City Plans, Ordinances, and Programs
- Physical Improvements
- Development Conditions and Requirements
- Planning and Outreach Initiatives
- Inter-Jurisdictional Coordination

Each implementation action is represented using a distinct color that identifies the responsible City department, and a primary potential funding source is identified. The Housing Element Implementation Summary Table (Table A-2) is based on the city's 2000-2005 Housing Element.

Table A-1
Summary of Implementation Actions

Table A-1 Summary of Implementation Actions		Lead Department			
		Administration		Community Services	
		Community Development		Redevelopment Agency	
		Timeframe for Completion			
		2004	2005	2010	2025
City Plans, Ordinances and Programs					
CD-1	Update the Zoning Ordinance	Adopte by end of 2004 Ongoing Implementation	General Fund		
CD-2	Initiate Redevelopment		General Fund, Redevelopment Funds	General Fund	
CD-3	Adopt a Streetscape Enhancement Plan		General Fund		
CD-4	Enforce City Codes		General Fund		
CI-1	Update Capital Improvement Program		Gas tax revenues, Transit funds, Traffic Impact Fees, General Fund		
CI-2	Consider Preparation and Adoption of a Traffic Impact Fee Ordinance	Adopt by end of 2006 Annual Implementation	General Fund		
CI-3	Enforce Truck Routes		General Fund		
CI-4	Control Neighborhood Traffic		General Fund, Gas tax revenues, Development fees		
CI-5	Operate and Expand La Puente Link		Transit Funds		
CI-6	Operate and Expand Dial-a-Ride and Paratransit Service		Transit funds		
CI-7	Offer Public Transit Subsidies		Transit funds		
CR-1	Implement the Park Master Plan		General Fund, Prop. 40 funds		
CR-2	Adopt a Parkland Ordinance		General Fund		
CR-3	Amend Density Bonus Ordinance to Encourage On-Site Child Care	Adopt by end of 2004 Ongoing Implementation	General Fund	General Fund	
CS-1	Apply Uniform Building Code Standards		General Fund		
CS-2	Upgrade Existing Buildings		General Fund		
CS-3	Provide Emergency Response Training		General Fund, State and Federal Grants		
CS-4	Adopt an Emergency Operations Plan	Adopt by end of 2005 Ongoing Implementation	General Fund	General Fund	
CS-5	Enforce the Noise Ordinance		General Fund		
CS-6	Evaluate Mutual Aid Agreements		General Fund		
CS-7	Evaluate Law Enforcement and Fire Protection Service Contracts		General Fund		
CS-8	Abate Graffiti		General Fund, CDBG Funds		
Physical Improvements					
CI-8	Improve Intersections		Gas Tax Revenues, Traffic Impact Fees, Redevelopment Funds		
CI-9	Improve Roadways		Gas Tax Revenues, Traffic Impact Fees, Redevelopment Funds		
CI-10	Use Intelligent Transportation Systems		Traffic Impact Fees, Gas Tax Revenues		
CI-11	Design, Fund, and Build Bikeway Projects		General Fund, MTA Grants, State and Federal Grants		
CI-12	Design, Fund, and Build Pedestrian Projects		General Fund, MTA Grants, State and Federal Grants		
CI-13	Implement the Sewer Master Plan		General Fund		
CR-4	Improve Access to Community Resources		General Fund, CDBG Funds		
CR-5	Establish the La Puente Youth Learning Center		General Fund, State and Federal Grants, CDBG Funds		
CR-6	Operate and Expand the La Puente Senior Center		General Fund, State and Federal Grants, CDBG Funds		
Development Conditions and Requirements					
CD-5	Apply Design Strategies and Guidelines		General Fund, Development Fees		
CI-14	Require Transit-Friendly and Pedestrian-Oriented Design		Development Fees		
CI-15	Review New Development Proposals for Adequate Parking		Development Fees		
CI-16	Conduct Infrastructure Review		Development Fees		
CI-17	Reduce Pollutants in Urban Runoff		Development Fees		
CR-7	Dedicate Land or Pay In-Lieu Park Fees		Development Fees		
CS-9	Require Geological Hazard Studies		Development Fees		
CS-10	Require Building and Fire Code Compliance		Development Fees		
CS-11	Require Acoustical Analyses		Development Fees		
CS-12	Require Compliance with Noise Insulation Standards		Development Fees		
CS-13	Promote Crime Prevention through Project Design		Development Fees		
Planning and Outreach Initiatives					
CD-6	Promote Rehabilitation Loans and Grants		General Fund, Redevelopment Funds State and Federal Grants		
CD-7	Investigate the Potential to Create Park Development Incentives		Gen. Fund, Dev. Fees		
CD-8	Make Downtown La Puente More Visible		General Fund		
CD-9	Attract and Retain Businesses	Market plan by end of 2004 Ongoing Implementation	General Fund	General Fund	
CD-10	Work with Developers to Identify Development Opportunity Sites		General Fund		
CD-11	Expand Affordable Housing Options		Gen. Fund, State and Fed. Grants, Redevelopment Set-Aside Funds, City of Industry Funds		
CD-12	Improve Economic Development Resources and Assistance Provided to Businesses		General Fund		
CD-13	Adopt a Financial Incentives Program		General Fund		
CD-14	Prioritize Economic Development Issues and Activities		General Fund		
CI-18	Encourage Transportation Demand Management		General Fund		
CR-8	Expand Park and Recreation Activities		General Fund		
CR-9	Identify Potential Pocket Park Sites		State and Federal Grants, General Fund		
CR-10	Research Options to Fund Pocket Parks and Community Resources		General Fund, Prop. 12 and 40 Funds, County and State Funds		
CR-11	Provide Services for Children, Youth and Seniors		State and Federal Grants, General Fund		
CR-12	Reduce Solid Waste Sources and Encourage Recycling		General Fund, Integrated Waste Management Board Funds		
CR-13	Promote Energy Conservation		General Fund, State and Federal Grants		
CR-14	Encourage Alternatives to the Automobile		General Fund		
CR-15	Support Water Conservation		General Fund		
CS-14	Provide Household Hazardous Waste Education		General Fund		
CS-15	Provide Emergency Response Education		General Fund, State and Federal Grants		
CS-16	Provide Noise Abatement Education		General Fund		
CS-17	Encourage Crime Prevention Awareness		General Fund		
CS-18	Support Community Policing Programs		General Fund		
Inter-Jurisdictional Coordination					
CD-12	Monitor the Alameda Corridor East		General Fund		
CI-19	Support Regional Transportation Planning		General Fund, Transit Funds, and Grants		
CI-20	Identify Safe Routes to Schools		General Fund and Grants		
CI-21	Improve and Expand Regional Bus Service		General Fund, Transit Funds		
CI-22	Manage Storm Water Runoff		General Fund		
CR-16	Initiate Joint-Use Agreements		General Fund		
CR-17	Support Workforce Development		General Fund		
CR-18	Maintain and Improve Library Services		General Fund, County and State Funds		
CR-19	Improve Regional Air Quality		General Fund		
CR-20	Ensure Adequate Water Supply		General Fund		
CR-21	Reduce Pollutants in Urban Runoff		General Fund, Development Fees		
CR-22	Support Superfund Site Cleanup		General Fund		
CR-23	Provide Information about Leaking Underground Storage Tanks		General Fund		
CS-19	Encourage Police and Community Dialogue		General Fund		
CS-20	Monitor Hazardous Materials Handlers		General Fund		
CS-21	Remediate Leaking Underground Storage Tanks		General Fund		
CS-22	Enforce the Vehicle Code		General Fund		
CS-23	Support Neighborhood Watch		General Fund		
CS-24	Minimize Police Response Times		General Fund		
CS-25	Provide Youth Diversion Activities		General Fund, CDBG Funds		
CS-26	Support Gang Suppression Activities		General Fund		
CS-27	Coordinate for Dam Safety Procedures		General Fund		
CS-28	Coordinate with the Alameda Corridor East Joint Powers Authority		General Fund		

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